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REPORT ON COLISEUM FOR CITY OF HAMILTON

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GOVERNMENT DOCUMENTS

By Administrative Committee

Coliseum,
Ad Hoc Committee.

Friday, July 9, 1976.
Hamilton, Ontario.

Re: Proposed Coliseum.

Page 1.

Members of the Committee:

As requested by your committee, the Administrative Committee appointed a sub-committee to study the proposal of constructing a coliseum in the City. The following members were appointed to the sub-committee:-

W. L. Phillips, Chairman	--	Engineering
J. R. Jones	--	Board of Control
J. C. Jaggard	--	Treasury
D. Lychak	--	Planning
A. German	--	Architects
M. Main	--	Traffic

In addition Mr. R. Desjardins, Traffic Commissioner, and Mr. V. Mateus from the Planning Department attended the majority of the meetings.

The terms of reference required the committee to review the functions to be performed in the facility, the type and size of the facility, cost and method of financing as well as the location of the proposed coliseum.

1. FUNCTIONS

The committee contacted representatives of similar facilities in Edmonton, Winnipeg, Vancouver, Seattle, Oakland and Nassau County, New York. In addition, the World Hockey Association provided some information on facilities that are located in Calgary, Cincinnati, Cleveland, Denver, Edmonton, Houston, Indianapolis, Minnesota, Hartford, Phoenix, Quebec, San Diego, Toronto and Winnipeg.

The information that was obtained is outlined in Appendix "A" and "B" attached herewith.

Generally, these coliseums have been constructed as multi-use facilities capable of handling such functions as:-

- Hockey
- Skating
- Ice Capades
- Basketball
- Wrestling
- Boxing
- Rock Concerts
- Circus
- Conventions (Large)
- Exhibitions (Large) such as Boat Shows, etc.
- Performances by Name Stars
- Religious Functions
- Tennis
- Indoor sports
- Track events

The Committee contacted the offices of the National Hockey League and the World Hockey Association. They stated if they were considering locating a franchise in Hamilton they would require a minimum of 15,000 permanent seats with an ice surface of 200 feet by 85 feet.

International Hockey regulations require as a maximum size an ice surface of approximately 100 feet by 210 feet. This is important as the trend is to International Events.

The Pan-American Games require a 200 meter track which could be accommodated within the area of the ice surface required for International Hockey. Based on information available at this time, the spectator seating requirements for sports events associated with the Pan-American Games is a maximum of 12,000 to 15,000 seats. A feasibility study is being undertaken by the 1983 Pan-American Games Committee and this study will provide the actual requirements. It should be pointed out that the Sports Complex in Bronte, Ontario is aimed at training facilities rather than spectator participation and therefore, the spectator aspects of a coliseum in Hamilton is more important.

2. SIZE

The committee has reviewed a possible layout for a coliseum that would meet the above mentioned requirements. We have concluded that a structure approximately 465 feet by 375 feet would be required. This would provide for approximately 15,000 permanent seats. This number of seats would be provided by having approximately 10,000 seats at the lower level with approximately 5,000 seats in a balcony above.

With this type of arrangement, it would be possible to build the structure with the 10,000 seats initially. The balcony, containing the additional 5,000 seats could be added as required.

3. PARKING

The committee has reviewed the parking requirements for a coliseum complex and have concluded that the following parking requirements should apply.

Downtown Area

10,000 seats	--	2,700 spaces
15,000 seats	--	4,000 spaces

Remote Areas

10,000 seats	--	3,200 spaces
15,000 seats	--	4,750 spaces

It should be noted here that the parking requirements in the downtown area are less than in a remote area because more people will travel to such a facility by public transit. As many as 20% of the people will use public transit to a facility in the downtown area.

4. SITE AREA

The committee considered the size of a site for the coliseum. The building will occupy approximately four (4) acres of land. If parking on the site is required, an additional twenty (20) acres of land will be occupied by parking for a 10,000 seat facility or an additional thirty (30) acres of land will be occupied by parking for a 15,000 seat facility.

In summary, in the remote areas a site of twenty-four (24) to thirty-four (34) acres of land will be required depending on the capacity of the proposed facility.

Note:- We wish to point out that the above mentioned information is not based on a detailed design of a coliseum complex. In the time allotted, we have been able to prepare only a very preliminary schematic sketch of a 15,000 seat facility. Considerable more research and detailed design would have to be carried out if it is the decision of your committee and City Council to proceed with such a project.

5. SITES

The Committee has chosen twelve sites for a coliseum facility. These sites are listed in Appendix "C" attached herewith. In order to evaluate each site, the committee established the following criteria that would be examined for each site:-

- Ownership
- Land Cost
- Size
- Shape
- Topography
- Subsurface Conditions
- Availability of Services
- Vehicular Access
- Existing Public Transit Facilities
- Existing Parking Facilities in Adjacent Areas
- Planned Public Transit
- Pedestrian Access
- Accommodation facilities in Adjacent Areas
- Existing Land Use and Zoning of Adjacent Areas
- Aesthetics and Integration of Surrounding Development
- Impact on City-wide Development

The next step in our evaluation was to establish a weighted point system that would apply to each criteria and then the committee proceeded to evaluate each site based on the assignment of the point system. The results of this evaluation is shown in Appendix "D" along with the weighted point system for each criteria.

Your committee will note that the results of **this evaluation** as shown in Appendix "D" is summarized in Appendix "E".

In reviewing, Appendix "D" and Appendix "E" it is readily apparent that the sites in the downtown area have received the highest number of points and therefore must be considered as the best sites. In descending order the sites on Centennial Parkway, namely sites No. 12 and 9 rated the next highest.

The following is a brief description and an outline of the advantages and disadvantages of each site. Also attached herewith as Appendix "F-1" to Appendix "F-12" is a list of the criteria and the information, in detail, relating to each site.

Site 1

This site is located on the east side of Upper Paradise Road between Stonechurch Road West and Rymal Road and is presently owned by the City.

In the point system, this site merits 48 as compared to a low of 48 and a high of 131 for all sites.

This site is of reasonable size and shape with a watercourse running across it. Services are not available and vehicular access is inadequate because it has frontage on one street, namely Upper Paradise Road. It is located in a predominantly existing and proposed residential neighborhood and is lacking in accommodation, parking, pedestrian access and pedestrian oriented services. In the opinion of the committee a coliseum type facility would not be compatible with the proposed surrounding development and that because of its remote location from the downtown area this site is unsuitable for this purpose.

Site 2

This site is located on the east side of Upper Wentworth Street, north of Limeridge Road East.

In the point system this site merits 58 as compared to a low of 48 and a high of 131 for the sites.

It is zoned for a Shopping Centre and is privately owned. Therefore, it would have to be purchased and would be very expensive. This site is ideal in size, shape, topography and services are available. It is anticipated that rock will be encountered.

With regard to vehicular access, the committee considers that access is inadequate unless a Mountain Freeway system is constructed.

This area is presently lacking in accommodation and pedestrian oriented services, but if a shopping centre is developed some of these facilities may be provided. There is some residential development in this area which would not be as compatible with a coliseum facility as with a shopping centre.

This site is a part of the proposed Mountain Shopping Centre (complementary to the Central Business District) and thus it may be considered as a possible site. This depends, of course, on the development of a high density Development and Transportation Corridor between this area and the Central Business District, (straight uninterrupted connection to the downtown).

Site 3

This site is on the east side of Upper Ottawa Street, north of Stonechurch Road East, (present location of Mountain Landfill Site).

In the point system, this site merits 72 as compared to a low of 48 and a high of 131 for the other sites.

This site is owned by the City and is presently used as a landfill site.

This site has good size, shape, topography and services are available. The sub-surface is generally good but the easterly end has garbage fill which may cause problems in providing parking facilities. It is served by two arterial roads, namely Upper Ottawa Street and Stonechurch Road East. It would appear that there are deficiencies in road capacity for such a facility but access would be adequate if a Mountain Freeway system is constructed.

There are presently no parking facilities, accommodation or pedestrian oriented services in this area.

Surrounding this site is open space (Mountain Landfill Site), Prestige Industrial and residential development. A coliseum facility would be compatible in this area and should not affect the residential area which is located west of Upper Ottawa Street. This area is remote and has no link with the Central Business District.

Site 4

This site is located on the south side of Fennell Avenue West between West 5th Street and Garth Street, next to Mohawk College.

In the point system this site merits 63 as compared to a low of 48 and a high of 131 for the other sites.

This site is presently owned by the Province of Ontario and is, in part, occupied by the parking lots for Mohawk College. The site is inadequate in size, but the shape and topography are good with services available. Rock excavation could be expected on this site.

This site is served by three major arteries, namely West 5th Street, Garth Street and Fennell Avenue but with direct access from Fennell Avenue only. Vehicular access is inadequate. In effect, there are no parking spaces in this area, as the present parking for Mohawk College is used to capacity quite often during the evenings.

Although there is a shopping centre nearby, it is our opinion that accommodation and pedestrian oriented services are poor.

This site is in an area used for institutional uses with residential areas immediately to the south. A coliseum complex would integrate with the institutional uses but would not be compatible with the single family homes. Although this site is not too far from the downtown area there is no major link.

Site 5

This site is located on the east side of Highway No. 403, north of King Street West. This is the former Sanitary Landfill Site (West End).

In the point system this site merits 68 as compared to a low of 48 and a high of 131 for the other sites.

This site is owned by the City and is reasonably adequate in size and shape with good topography. The subsurface conditions are extremely poor because of the garbage that has been deposited here over the years. This could be dangerous due to gases and could drastically increase the cost of construction.

Vehicular access to this site is inadequate because it is served by only one existing street, and an interchange with Highway 403 is not considered feasible. There are no accommodation or pedestrian oriented facilities in the area.

The site is bounded on the west by Highway 403, on the south by a church and on the east by single family residences. This site is well below the residential development and therefore we consider that the coliseum complex could be compatible with existing development in this area. This site is within close proximity to the downtown area but lacks a direct link. If such a link would spontaneously take place in the future due to the coliseum complex, the Central Business District would grow further westward which is not deemed desirable.

Site 6

This site is located on the east side of Bay Street North between King Street West and Merrick Street. This site is known as Phase 6 in the Lloyd D. Jackson Square.

In the point system, this site merits 131 as compared to a low of 48 and a high of 131 for the other sites.

This site is owned by the City on behalf of the Federal, Provincial, City Partnership. The purchase of this site would have to be negotiated with the Federal/Provincial representatives but we believe that it could be purchased for \$1.00 per square foot.

Size, shape, topography and subsurface conditions are good with all services available. Vehicular access is adequate and there are presently 3,600 parking spaces within 3,000 feet of the site that are unused during the evening when a coliseum complex is generally in use. Pedestrian access is excellent and accommodation and public transit are existing in the area. This site has adequate transit facilities.

This site is in the Lloyd D. Jackson Square and has other indirect affects on the whole downtown area such as:-

- will strengthen the C.B.D.
- will draw people into the downtown core
- could act as a stimulus for further redevelopment around Lloyd D. Jackson Square
- could be another factor in obtaining a hotel in L.D.J.S.
- will provide additional business to the downtown business community
- only site with adequate transit available - higher use
- peak traffic will be dispersed and lower

This site is located in the L.D.J.S. which is being developed under an approved redevelopment plan. At the present time, Yale Properties Limited, under an agreement with the City, have the right to develop these lands with a commercial and residential development. If the City decides that it wishes to construct a coliseum on this site, the following steps would have to be taken:-

- obtain approval of the partners
- obtain approval of Yale Properties Limited
- prepare and process an amendment to the redevelopment plan
- prepare and execute an amendment to the Development Agreement with Yale Properties Limited

It should be pointed out that it may be very difficult to design such a massive structure at this location to be compatible with the Library, Office Building and hotel that are proposed in the area. Before any final decision on this site is made, further consideration should be given to this matter.

Site 7

This site is located on the west side of Bay Street North between Market Street and York Street.

In the point system, this site merits 113 as compared to a low of 48 and a high of 131 for the sites under review.

This site is partially privately owned and partly owned by the City(Block 101). The purchase of this site would have to be negotiated with the owners at substantial cost.

Size, shape, topography and subsurface conditions are good with services available. Vehicular access is adequate and there are presently 3,600 parking spaces within 3,000 feet of the site that are unused during the evening when a coliseum complex is generally in use. Pedestrian access is excellent and accommodation and public transit are existing in the area. This site has adequate transit facilities.

This site is adjacent to Lloyd D. Jackson Square and has other indirect effects on the whole downtown area such as:-

- will strengthen the Central Business District
- will draw people into the downtown core
- could act as a stimulus for further redevelopment around Lloyd D. Jackson Square
- could be another factor in obtaining a hotel in Lloyd D. Jackson Square
- will provide additional business to the downtown business community
- can be connected to the Lloyd D. Jackson Square by a pedestrian bridge over Bay Street North
- peak traffic will be dispersed and lower

Site 8

This site is located on the north side of Cannon Street between Melrose Avenue and Balsam Avenue, adjacent to Ivor Wynne Stadium.

In the point system, this site merits 71 compared to a low of 48 and a high of 131 for the other sites.

This site is owned by the City and the Board of Education. The size is inadequate due to the unsuitable shape of the property without major changes to the existing stadium. The topography and subsurface conditions are good and all services are available.

With the many arterial streets in this area, namely Barton Street, Cannon Street and King Street, etc. vehicular access is considered adequate but below ideal requirements. Pedestrian access is good and parking on side streets etc. is available but much of it is a considerable distance from the site. This site is reasonably served by transit routes. There is some accommodation and pedestrian oriented services on Barton Street.

The surrounding development is predominantly residential. It is evident that the citizens living in this area have accepted the congestion and street parking in this area for some twenty events that are held in the stadium. However, it is also apparent that they strenuously oppose any additional use of the stadium. A coliseum complex in this area will greatly increase the number of events held in this area and the committee feels that this will not be compatible with the area nor acceptable to the citizens. In addition the street parking could not be available during the winter months because of the snow on the streets and lawns.

Site 9

This site is located on the west side of Centennial Parkway between the CNR and the Queen Elizabeth Way.

In the point system this site merits 77 as compared to a low of 48 and a high of 131 for the other sites.

The site is owned by the City and has reasonable size, shape and topography with services available. Vehicular access from the Q.E.W. and Centennial Parkway is good. There are no existing transit routes to the site. Approximately 3,000 spaces can be provided on the site and additional parking facilities are available in Confederation Park and in the area to the

south but these spaces are a considerable distance from the site and may require some shuttle service.

The surrounding area is used for industrial and transportation purposes and therefore it is considered that a coliseum facility on this site would not conflict. There is no direct link with the downtown area.

Site 10

This site is located on the west side of Bay Street North between Strachan Street and Simcoe Street.

In the point system, this site merits 61 as compared to a low of 48 and a high of 131 for the other sites.

This site is owned by the City of Hamilton and all services are available. The shape of this site is good but is too small when one considers that part of this site is occupied by a Sewage Pumping Station and it is possible that a part of the site will be required for the Perimeter Industrial Road when it is constructed. In the interim this site is to be used for park purposes. There is a considerable difference in elevation across this site and extremely poor subsurface conditions.

Vehicular access is considered inadequate but would be vastly improved if the Perimeter Road is constructed. There are transit routes close to this site.

The general area, around this site, is recreational (open space) and residential but lacks accommodation and pedestrian oriented facilities. Because this area is within and adjacent to the North End Urban Renewal Area, the committee does not consider that a coliseum complex would be compatible.

It is the opinion of the committee that this site should not be considered any further.

This site is within close proximity to the downtown but lacks a direct link. If such a link would take place in the future due to a coliseum on this site, the Central Business District

would grow further north-westerly which is not deemed desirable.

Site 11

This site is located on the west side of Centennial Parkway, immediately north of the Queen Elizabeth Way.

In the point system this site merits 54 as compared to a low of 48 and a high of 131 for the other sites.

This site is presently owned by private ownership in part, Ministry of Transportation and Communications and the City. Therefore it will be necessary to purchase the majority of these lands at a high cost. Lungs Foods presently occupy this site. As well, a railway, hydro line and the new Confederation Drive encumber this site.

The size is adequate, services available and good vehicular access from Centennial Parkway and the Queen Elizabeth Way. There are approximately 2,300 parking spaces in this area but transit service and pedestrian access are poor.

The surrounding land use is open space (Confederation Park) and industrial and in the opinion of the committee a coliseum complex would not conflict. This site is remote and has no direct links with the downtown area.

The committee considers that the problems associated with this site prohibit any further consideration of this site.

Site 12

This site is located on the west side of Centennial Parkway north of the Queen Elizabeth Way.

In the point system, this site merits 82 as compared to a low of 48 and a high of 131 for the other sites.

This site is owned by the City and is part of Confederation Park. The size and shape is good. The topography is good with the exception of open drainage courses but the subsurface conditions could be poor because of the high water table. All services are available.

Vehicular access is good and there is considerable parking facilities (2,000) in the immediate area.

There is some accommodation in the area. Being a part of Confederation Park with all the open space, a coliseum on this site would be compatible with the surrounding area. This site is remote and does not have any direct link with the downtown core.

6. ESTIMATED COSTS

As requested by your committee, we have attempted to estimate the cost of a coliseum complex for the City of Hamilton. It should be pointed out that in the time limit available, we have only prepared preliminary schematic sketches and therefore any costs quoted in this report must be considered as "ball park" estimates. Considerable more detailed work must be done before final costs can be determined. All estimates are based on 1976 costs. If the complex is not constructed in 1976 an additional seven (7) to eight (8) percent should be added for each year after 1976.

Basic Cost of Structure

1) The estimated cost to construct a coliseum with approximately 10,000 seats is \$11,000,000.00. This facility could not be expanded.

2) The estimated cost to construct a coliseum with approximately 15,000 seats is \$14,000,000.00.

3) If a coliseum is to be constructed with 11,000 seats and provision is made to add 5,000 seats in a balcony, the estimated cost is \$11,950,000.00.

4) At some future time, the estimated cost to install 5,000 seats is \$2,400,000.00 (1976 prices).

Additional Costs

The above mentioned costs cover the construction of the coliseum under normal and ideal conditions and do not include any costs for unusual subsurface conditions, services outside the site, road improvements, parking facilities, etc.

These additional costs must be considered when each site is studied. Except for the cost of parking facilities, these additional costs cannot be evaluated at this time as much more information and design work must be done before realistic estimates can be calculated. The following table indicates the additional costs that would apply to each site.

<u>Site</u> <u>Number</u>	<u>Land</u> <u>Cost</u>	<u>Cost of</u> <u>Subsurface</u> <u>Conditions</u>	<u>Cost of</u> <u>Services</u>	<u>Cost of</u> <u>Road</u> <u>Improvements</u>
1		X	X	X
2	X	X		X
3		X		X
4	X	X		X
5		X	X	X
6	X			
7	X			
8			X	
9		X		X
10		X		X
11	X	X		X
12		X		X

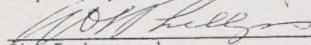
It should be noted that in the case of some of the sites there will be a loss of taxes if the land is used for a coliseum as opposed to other uses for which it is presently zoned. In some cases this tax loss can be substantial but it is impossible, at this time, to put an amount on this as there is a considerable variation allowed under the zoning by-law.

7. FINANCING

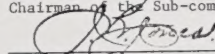
The amount to be financed will depend on the size of the facility to be constructed and any public donations and grants that will be received from the Federal or Provincial Governments. However, it will be necessary for the City to debenture the City's share of this project and it will be necessary to have the Capital Budget Committee review the Capital Budget to determine if such a project could be included and if other projects may have to be delayed in order to accommodate the coliseum project.

Our committee will be pleased to discuss and review this report at your convenience.

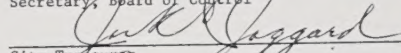
Respectfully submitted,



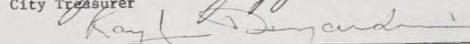
City Engineer and
Chairman of the Sub-committee.



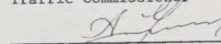
Secretary, Board of Control



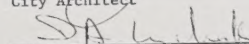
City Treasurer



Traffic Commissioner



City Architect



Director of Local Planning

Edmonton, Alberta

1. Date Constructed

1974

2. Ice Surface

200' x 85'

3. Shape

Circular

4. Permanent Seating Capacity

15,326

5. Standing Room

1,500 - 1,800

6. Arena Floor Area

85,000 square feet

7. Removable Seats

Yes (bottom half)

8. Parking Spaces on Site

4,000 - 5,000 spaces

9. Charge for Parking

Yes

10. Public Transit

Bus route serves site, plus special buses.
Rapid Transit station being constructed.

11. Location

Central Business District

Note: They suggest an area outside of
the downtown area would be better for
parking.

12. Number of days per year used

125

13. Ownership

Edmonton Exhibition Association

14. Population

500,000 - 600,000

Winnipeg, Manitoba

1. Date Constructed

1955

2. Ice Surface

200' x 85'

3. Shape

Rectangular

4. Permanent Seating Capacity

10,077

5. Standing Room

500 plus or minus

6. Arena Floor Area

56,000 square feet

Note: Seats can be removed to provide
an area 100' x 240'. A wall can be
removed to provide an area 100' x 318'.

7. Removable Seats

Yes

8. Parking Spaces on Site

3,500 spaces

(An additional 4,000 spaces are available
at Shopping Plaza nearby)

(No parking spaces for chartered buses)

9. Charge for Parking

Yes

10. Public Transit

Many routes

11. Location

Industrial area

Note: They suggest that an arena is better outside the downtown area because of traffic congestion.

12. Number of days per year used

130 plus or minus

13. Ownership

City of Winnipeg

(Operated by Winnipeg Enterprises)

14. Comments

Arena is always full for hockey and circuses.

It makes a profit of \$100,000 to \$150,000 per year.

Vancouver, British Columbia

1. Date Constructed

1968

2. Ice Surface

200' x 85'

3. Shape

Circular
(360 feet in diameter)

4. Permanent Seating Capacity

15,710
(Can place additional 2,000 seats
for concerts)

5. Standing Room

?

6. Removable Seats

Yes

7. Parking Spaces on Site

8,000 spaces plus 40 chartered buses

8. Charge for parking

Yes

9. Public Transit

Special bus routes

10. Location

Residential district

(They feel that there are problems whether
the arena is downtown or not)

11. Ownership

City of Vancouver

(Operated by a Board of Directors)

12. Comments

It makes a profit which stays in the coliseum.
It cost \$6,500,000

Seattle, Washington

1. Date Constructed

1962

(As part of the State Pavilion for World's Fair)

2. Ice Surface

200' x 85'

3. Shape

Square

4. Permanent Seating Capacity

13,500

(Too small, could use additional 3,000 seats)

5. Standing Room

1,500

6. Arena Floor Area

130,000 square feet

7. Removable Seats

Yes

8. Parking Spaces on Site

40 spaces

(5,000 spaces within $\frac{1}{2}$ mile of site)

9. Charge for Parking

Yes

10. Public Transit

Bus services plus monorail

11. Location

1½ miles from downtown in Fair Grounds

12. Ownership

City of Seattle

(City of Seattle also operates this facility)

13. Comments

It makes a small profit.

It is air-conditioned.

Population served is 750,000 plus or minus

Oakland, California

1. Date Constructed

1966

2. Ice Surface

3. Shape

Circular

4. Permanent Seating Capacity

10,600

5. Standing Room

1,900

6. Arena Floor Area

110' x 230'
(25,300 square feet)

7. Parking Spaces on Site

10,000 spaces

8. Charge for Parking

Yes

9. Public Transit

Bus routes

10. Location

Industrial area near outskirts of the
City.

11. Number of days used per year

220 - 240

12. Ownership

City of Oakland and Alameda County

13. Operation

City of Oakland and Alameda County

14. Comments

Population served is 1.5 million.
It makes a profit.
They have N.B.A. Franchise and World Team
Tennis Franchise.

Nassau County, New York

1. Date Constructed

1972

2. Ice Surface

200' x 85'

3. Shape

Rectangular

4. Permanent Seating Capacity

14,500

(For concerts, 16,600)

5. Arena Floor Area

200' x 85'

6. Exhibition Area

30,000 square feet with seats removed

7. Parking Spaces on Site

5,500 spaces

(Plus 100 spaces for chartered buses)

8. Charge for Parking

Yes

9. Public Transit

Bus route

10. Location

Suburban Residential Area

11. Number of days used per year

220 plus or minus

12. Ownership

Nassau County

13. Operation

Nassau County

14. Comments

They have not earned a profit.
30% of revenue comes from food concessions.
More income from rock concerts than any
other event.

<u>City</u>	<u>Facility</u>	<u>Ice Surface</u>	<u>Cost</u>	<u>Date Constructed</u>	<u>No. of Seats</u>	<u>Total Capacity</u>	<u>Other Comments</u>
Calgary	Stampede Corral	200x80	\$ 5,000,000.00	1950	6,445	7,945	To undergo expansion to 15,000
Cincinnati	Riverfront Coliseum	200x85	\$20,000,000.00	1973		15,820	Theatre seats, air conditioned, 35 private boxes
Cleveland	The Coliseum	200x85	\$20,000,000.00	1974		19,861	Telescreens, private boxes
Denver	McNichols Sports Arena		\$13,500,000.00	1973-74		16,800	
Edmonton	The Coliseum	200x85	\$15,000,000.00	1974	15,273	15,273	No standing room
Houston	The Summit	200x85	\$18,100,000.00	1974-75		14,906	Underground parking for 6,000 cars
Indianapolis	Market Square Arena	200x85	\$22,000,000.00	1974		16,500	Ice surface is on the third floor
Minnesota	Civic Center	200x85	\$19,000,000.00	1973		15,705	It's the only rink in North America with glass dasher boards
Hartford, Ct.	Hartford Civic Center	200x85	\$30,000,000.00	1975	10,507	10,507	Convention Center complex
Phoenix	Memorial Coliseum	200x85	\$ 6,384,586.35	1967		12,600	Representation of the Bicentennial logo on the roof
Quebec	The Colisee	200x85	\$ 4,000,000.00	1949	10,004	13,504	Parking for 5,000 cars, air conditioned
San Diego	Sports Arena	200x85	\$ 6,500,000.00	1966		13,039	33 acres of parking (4,000 cars)
Toronto	Maple Leaf Gardens	200x85	\$ 1,500,000.00	1931		16,507	
Winnipeg	Winnipeg Arena	200x85	\$ 2,000,000.00	1955	10,131	10,631	

PROPOSED COLISEUM SITES

1. Upper Paradise Road (East Side), between Stonechurch Road West and Rymal Road West.
2. Upper Wentworth Street (East Side), immediately north of Limeridge Road East.
3. Upper Ottawa Street (East Side), immediately north of Stonechurch Road East.
4. Fennell Avenue West (South Side), between West 5th Street and Garth Street (adjacent to Mohawk College).
5. Highway No. 403 (East Side), north of King Street (West End Sanitary Landfill Site).
6. Lloyd D. Jackson Square (Phase 6), south-east corner Bay Street and Merrick Street.
7. 100 Market Street Site, south-west corner York Street and Bay Street.
8. Cannon Street East (North Side), between Melrose Avenue and Balsam Avenue (Ivor Wynne Stadium).
9. Centennial Parkway (West Side), between CNR and Queen Elizabeth Way.
10. Bay Street North (West Side), between Strachan Street and Simcoe Street.
11. Centennial Parkway (West Side), between Queen Elizabeth Way and Van Wagners Beach Road (Langs Food).
12. Centennial Parkway (West Side), between Queen Elizabeth Way and Van Wagners Beach Road (Confederation Park).

COLISEUM

<u>CRITERIA</u>	<u>SITE 1</u>	<u>SITE 2</u>	<u>SITE 3</u>	<u>SITE 4</u>	<u>SITE 5</u>	<u>SITE 6</u>	<u>SITE 7</u>	<u>SITE 8</u>	<u>SITE 9</u>	<u>SITE 10</u>	<u>SITE 11</u>	<u>SITE 12</u>
2. Ownership (0 - 10)	10	0	10	5	10	9	0	8	10	10	0	10
3. Land Cost (0 - 10)	10	0	10	5	10	8	0	9	10	10	0	10
4. Size (0 - 10)	8	10	7	4	3	10	10	10	7	2	7	8
5. Shape (0 - 5)	5	5	5	5	5	5	5	1	5	5	0	5
6. Topography (0 - 2)	1	2	2	2	2	2	2	2	1	0	0	1
7. Subsurface Condition (0 - 5)	4	2	4	4	0	5	5	5	4	1	2	2
8. Availability of Services (0 - 10)	1	10	10	10	7	10	10	8	10	10	10	10
9. Vehicular Access (0 - 10)	2	5	5	3	2	10	10	6	8	3	8	8
10. Exist. Parking in adjacent areas (0 - 10)	0	0	0	2	1	10	10	5	1	1	7	8
11. Exist. & Planned Transit Facilities (0 - 10)	3	4	4	5	5	10	10	6	2	2	2	2

<u>CRITERIA</u>	<u>SITE 1</u>	<u>SITE 2</u>	<u>SITE 3</u>	<u>SITE 4</u>	<u>SITE 5</u>	<u>SITE 6</u>	<u>SITE 7</u>	<u>SITE 8</u>	<u>SITE 9</u>	<u>SITE 10</u>	<u>SITE 11</u>	<u>SITE 12</u>
13. Pedestrian Access (0 - 2)	0	1	0	2	1	2	2	2	0	2	0	0
14. Accommodation Facilities in Adjacent Areas (0 - 10)	0	0	0	2	0	10	10	3	5	0	2	2
15. Pedestrian Oriented Services in Adjacent Areas (0 - 10)	0	3	0	2	1	10	10	2	2	0	1	1
17. Existing Land Use, Etc. of Adjacent Area (0 - 10)	2	4	8	5	9	10	10	2	8	5	8	8
19. Aesthetics & Integration with Surrounding Development (0 - 10)	2	4	7	3	8	10	9	2	4	4	7	7
20. Impact on City-wide Development (0 - 10)	0	8	0	4	4	10	10	0	0	6	0	0
TOTAL	48	58	72	63	68	131	113	71	77	61	54	82

SUMMARY OF EVALUATION

<u>Site Number</u>	<u>Description</u>	<u>Rating</u>
1	Upper Paradise Road	48
11	Centennial Parkway (N. of Q.E.W.)	54
2	Upper Wentworth Street	58
10	Bay Street North	61
4	Fennell Avenue West	63
5	Highway No. 403	68
3	Upper Ottawa Street	72
8	Cannon Street East	71
9	Centennial Parkway (S. of Q.E.W.)	77
12	Confederation Park	82
7	100 Market Street Site	113
6	Lloyd D. Jackson Square (Phase 6)	131

Site No.1

1. Location

East Side of Upper Paradise Road, between Stonechurch Road West and Rymal Road West.

2. Ownership

City of Hamilton. (Parks Dept.)

3. Land Cost

Nil

Value - \$438,000.

4. Size 29.2 acres

5. Shape - L-shaped

6. Topography

The elevation of the site varies from 740.0 to 765.0.
An existing watercourse runs across this property

7. Subsurface Conditions

Some rock may be encountered on this property.

8. Availability of Services

No Sanitary Sewers

No storm sewers

Watermain is existing

Storm and sanitary sewers may not be available for 20-25 years.

9. Car Access

This property abuts on Upper Paradise Road which is a two-lane unpaved facility. Therefore there are presently major deficiencies in road capacity if a coliseum is located on this site.

10. Existing Parking Facilities in Adjacent Areas

Nil.

11. Existing Public Transit

Nil.

12. Planned Public Transit

There would be one bus route on Upper Paradise Road in the future.

13. Pedestrian Access

No sidewalks exist in the immediate area.

14. Accommodation Facilities in Adjacent Areas

Nil.

15. Pedestrian Oriented Services in Adjacent Area

Nil.

16. Existing Population Land Use Designation, Zoning of the Site

Existing Population - Nil

Land Use Designation - Park Land

Zoning - AA

17. Existing Population, Land Use Designation, Zoning of Adjacent Areas

Existing Population - 3450

Proposed Population - 41,485

Land Use Designation - Residential

Zoning - AA, C, D, B-2, RT.

18. Population Catchment Area

See attached map.

19. Aesthetics, Integration with Surrounding Development

The surrounding areas will be mainly one and two-family residential and coliseum would be in conflict with these planned uses.

20. Impact on City-wide Development

This is a remote site and has no link with the downtown area.



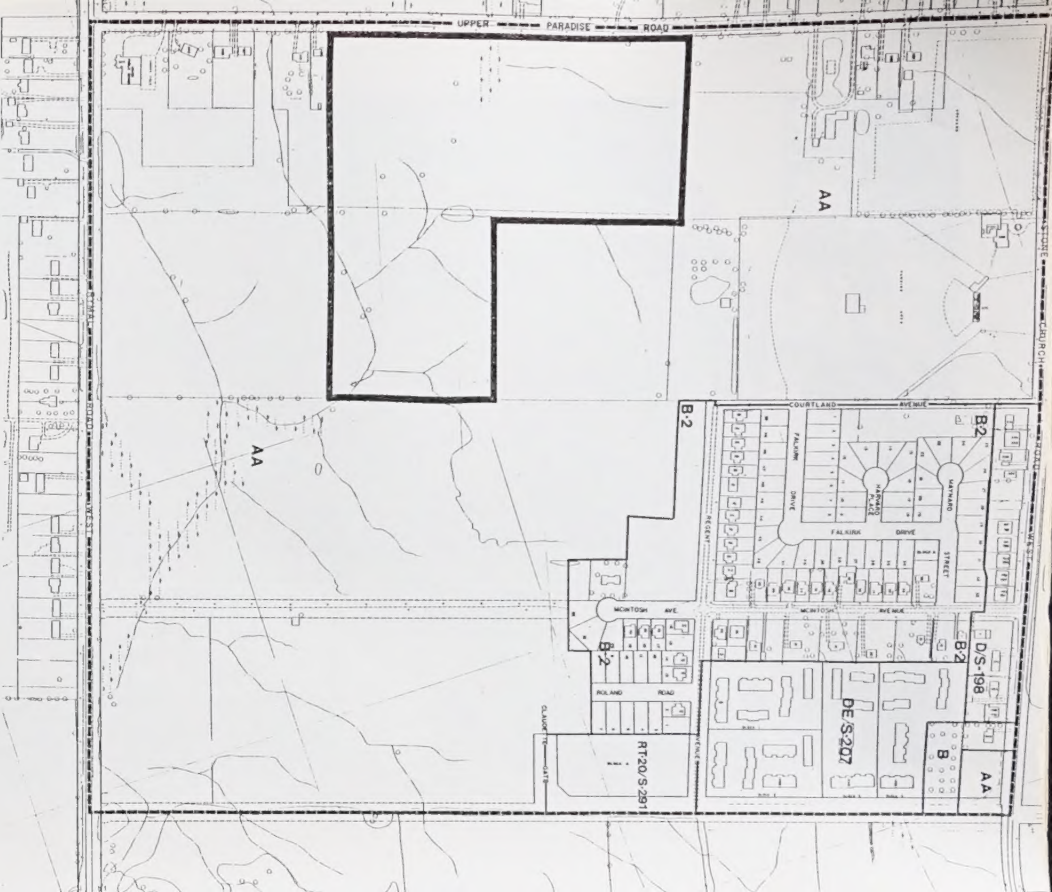
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SCALE IN FEET

KEY PLAN

1



PROPOSED ARENA SITES
NEIGHBOURHOOD NAME AND
NUMBER REFERENCE



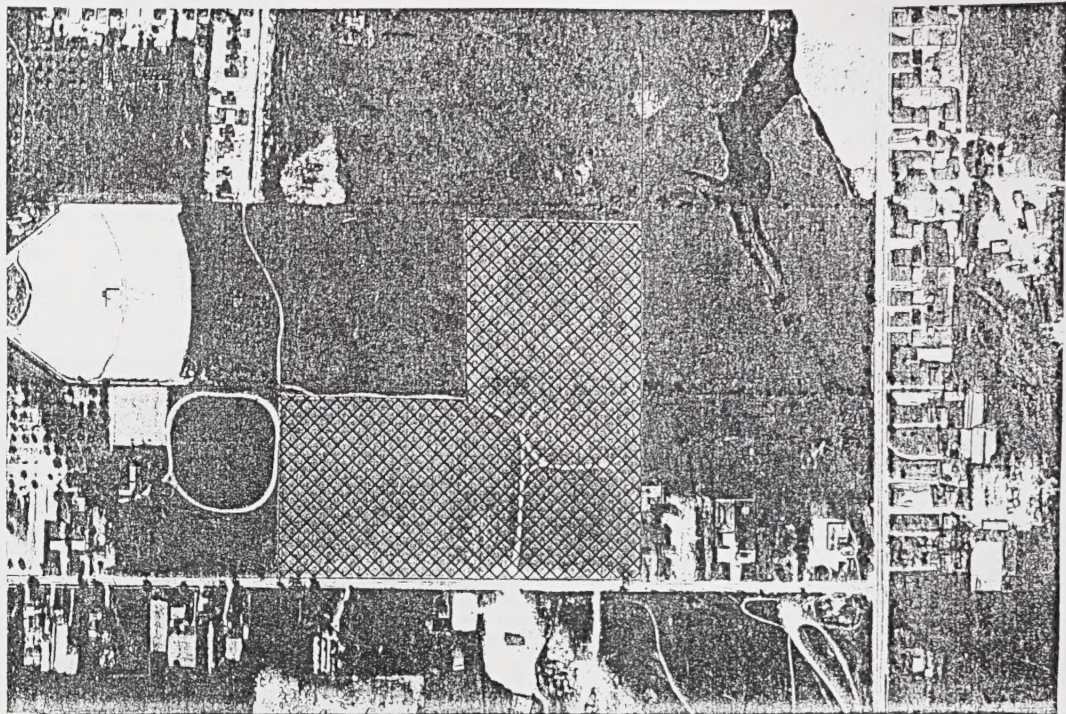
52	45	48
40	39	98
20	20	64

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FOR ZONING VERIFICATION PLEASE
CONTACT CITY PLANNING DEPARTMENT.

Neighborhood Boundary
Zoning Boundary

CITY OF HAMILTON
PLANNING DEPARTMENT
FALKIRK EAST

ZONING



Site No. 2

1. Location

On east side of Upper Wentworth St., north of Limeridge Road East.

2. Ownership

Tankoos, Yarmon Realty Ltd., Greater Western Realty/O.H.C.

3. Land Cost

\$230,000 per acre.

4. Size - Up to 69.0 acres.

5. Shape - Rectangular

6. Topography - Flat

7. Subsurface Conditions

Rock will be encountered on this property.

8. Availability of Services

Watermain is existing.

Storm and Sanitary Sewer will be available in 1977-78

Paved road to follow the sewers.

9. Car Access

This site abuts on Limeridge Road East, and Upper Wentworth St. Both these highways are presently two-lane unpaved roads. These highways will not have sufficient capacities even if Upper Wentworth St. was improved to four lane. There are roadway deficiencies unless a Mountain Freeway System is constructed.

10. Existing Parking Facilities in Adjacent Areas

Nil, but some may be available if the coliseum is next to a Shopping Centre.

11. Existing Public Transit

Nil

12. Planned Public Transit

One route could be extended to this site.

13. Pedestrian Access

No sidewalks exist.

14. Accommodation Facilities in Adjacent Areas

Nil.

15. Pedestrian Oriented Services in Adjacent Area

Nil, except for a proposed Regional Park (Rushdale Park)

16. Existing Population, Land Use Designation, Zoning of the Site

Existing Population - Nil.

Land Use Designation - Regional Shopping Centre

Zoning - G-2

17. Existing Population, Land Use Designation, Zoning of Adjacent Areas

Existing Population - 20,527

Proposed Population - 42,438

Land Use Designation - Residential

Zoning - AA, C, D, DE, De-3, E-2, H.

18. Population Catchment Area

See attached map.

19. Aesthetics, Integration with Surrounding Development

This site is part of the nucleus of the future Mountain Centre (complimentary to the Downtown Central Business District) and from this point of view may be considered as an appropriate site. However, a coliseum would conflict with the residential development proposed in this area.

20. Impact on City-Wide Development

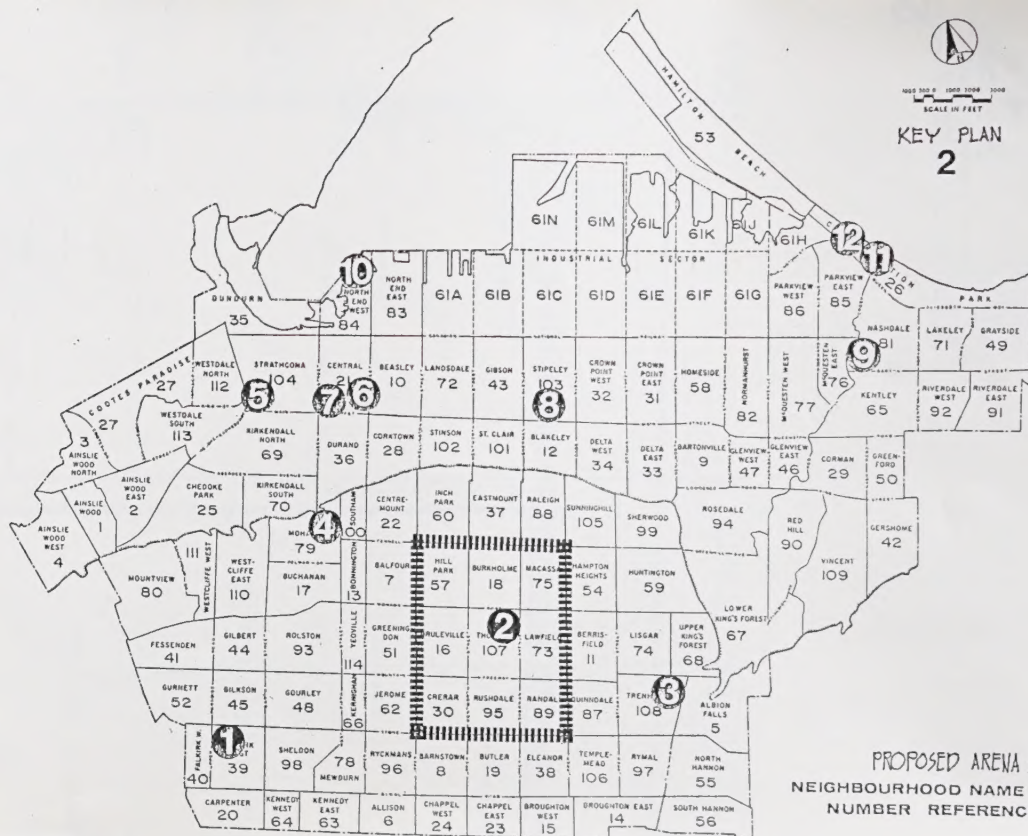
Remote locations are not appropriate for the coliseum. However, this site is part of the proposed Mountain Centre and as stated above may be considered as an appropriate site. This depends on the development of a high density Development and Transportation Corridor between this area and Downtown.



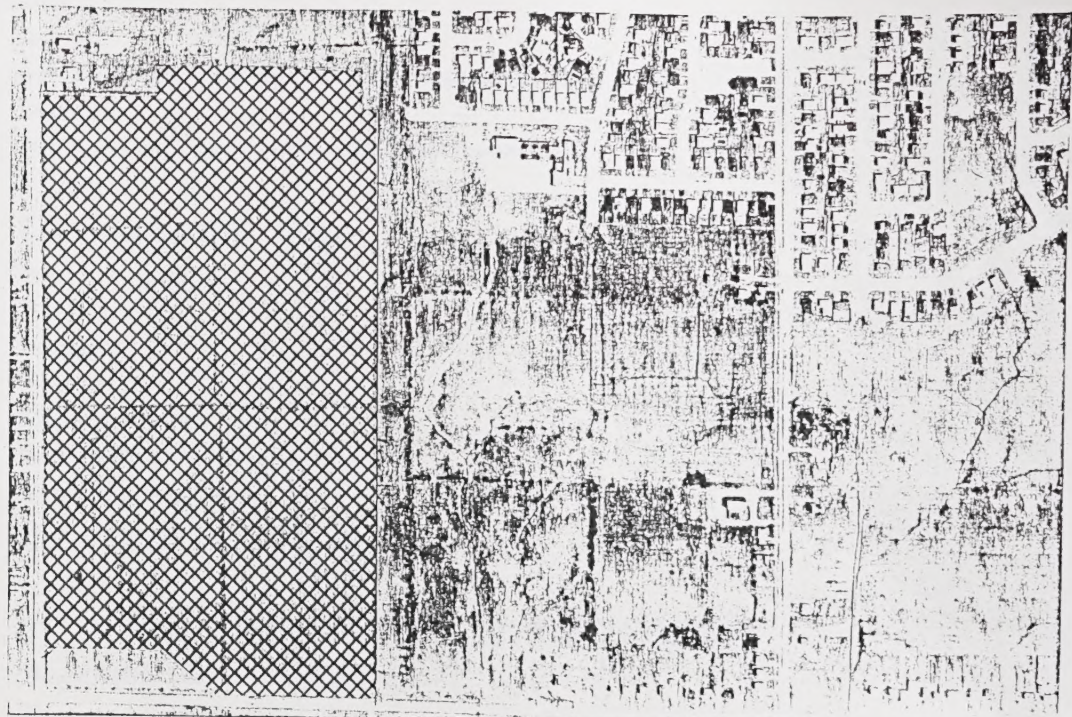
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SCALE IN FEET

KEY PLAN

2



PROPOSED ARENA SITES
NEIGHBOURHOOD NAME AND
NUMBER REFERENCE



SITE NO. 3

1. Location

East Side of Upper Ottawa Street, north of Stonechurch Road East.

2. Ownership

City of Hamilton, Regional Municipality of Hamilton-Wentworth.

3. Land Cost

Nil.

Value - \$ 869,000. (33,000 per acre)

4. Size - 26.34 acres.

5. Shape - Regular

6. Topography

Fairly flat.

7. Subsurface Conditions

Approximately 1/3 of site is garbage fill.

8. Availability of Services

Watermain is available.

Storm and Sanitary Sewer are available.

9. Car Access

This property abuts Upper Ottawa St., (four-lane, paved) and Stonechurch Road East, (two-lane, unpaved). Vehicular access would be good with a Mountain Freeway System.

10. Existing Parking Facilities in Adjacent Areas

Nil.

11. Existing Public Transit

One bus route.

12. Planned Public Transit

Nil.

13. Pedestrian Access

No sidewalks existing.

14. Accommodation Facilities in Adjacent Areas

Nil.

15. Pedestrian Oriented Services in Adjacent Areas

Nil.

16. Existing Population, Land Use Designation, Zoning of the Site

Existing Population - Nil

Land Use Designation - Multi-centre

Zoning - AA/S-230 and 249

17. Existing Population, Land Use Designation, Zoning of Adjacent Areas

Existing Population - 6550

Proposed Population - 23,960

Land Use Designation - Residential, Commercial Industrial, Recreational

Zoning - AA, C, D,R

18. Population Catchment Area

See attached map.

19. Aesthetics, Integration with Surrounding Development

This site is part of and adjacent to the Ottawa Street Sanitary Landfill Site, however, this use will be terminated and landscaped. Proposed Industrial Park and its parking facilities might be considered complimentary land uses. Residential Development is not extensive and this would not likely generate objections.

20. Impact on City-Wide Development

This area is remote and has no link with the Downtown.

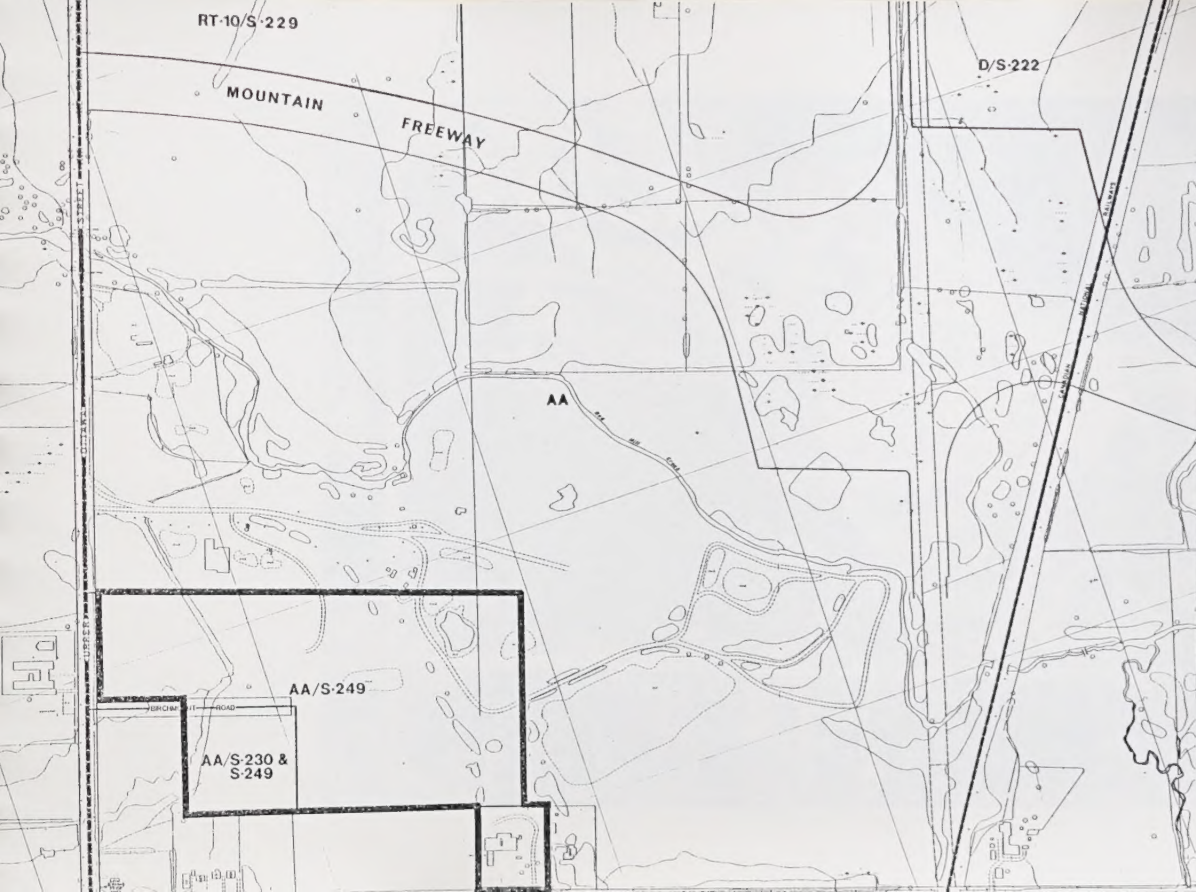


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SCALE IN FEET

KEY PLAN 3



PROPOSED ARENA SITES
NEIGHBOURHOOD NAME AND
NUMBER REFERENCE



3

11	74	68
87	108	5
106	97	55

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CONTACT CITY BUILDING DEPARTMENT.

— Neighbourhood Boundary
— Zoning Boundary

CITY OF HAMILTON
PLANNING DEPARTMENT

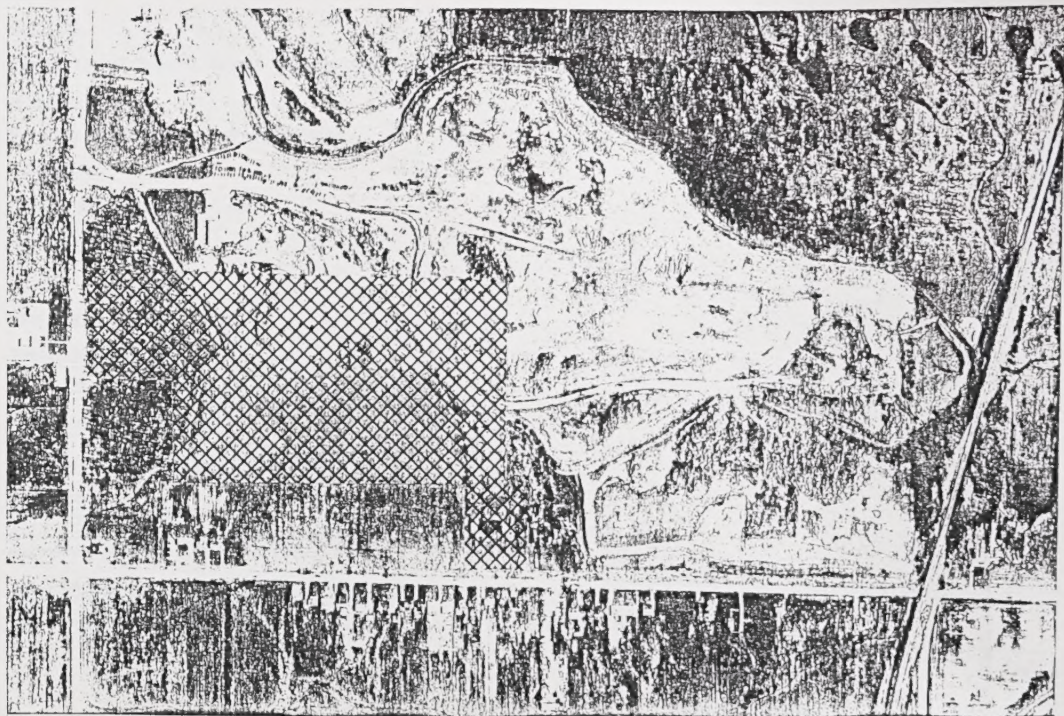
TRENHOLME
ZONING



APRIL 1974



108



SITE NO. 4

1. Location

South side of Fennell Avenue West, between Garth St. and West 5th.

2. Ownership

Province of Ontario. & Mohawk College

3. Land Cost

\$1,789,000 (\$85,000 per acre)

4. Size - 21.05 acres.

5. Shape - Rectangular

6. Topography - Flat

7. Subsurface Conditions

Some rock will be encountered on this property.

8. Availability of Services

All sewers and watermains are available.

9. Car Access

This property abuts on Fennell Avenue West (four-lane, paved). This is inadequate for a coliseum on this property.

10. Existing Parking Facilities in Adjacent Areas

Nil. The present parking lots at Mohawk College are fully used on many evenings.

11. Existing Public Transit

Two bus routes

12. Planned Public Transit

Nil.

13. Pedestrian Access

Existing Sidewalks.

14. Accommodation Facilities in Adjacent Areas

Nil.

15. Pedestrian Oriented Services in Adjacent Area

Nil, however, some may consider that the Shopping Centre at Upper James St. and Fennell Avenue does provide some facilities.

16. Existing Population, Land Use Designation, Zoning of the Site

Existing Population - Nil

Land Use Designation - Institutional

Zoning - B

17. Existing Population, Land Use Designation, Zoning of Adjacent Areas

Existing Population - 7652

Proposed Population - 8558

Land Use Designation - Residential & Institutional

Zoning - AA, B, B-1, B-2, C.

18. Population Catchment Area

See attached map.

19. Aesthetics, Integration with Surrounding Development

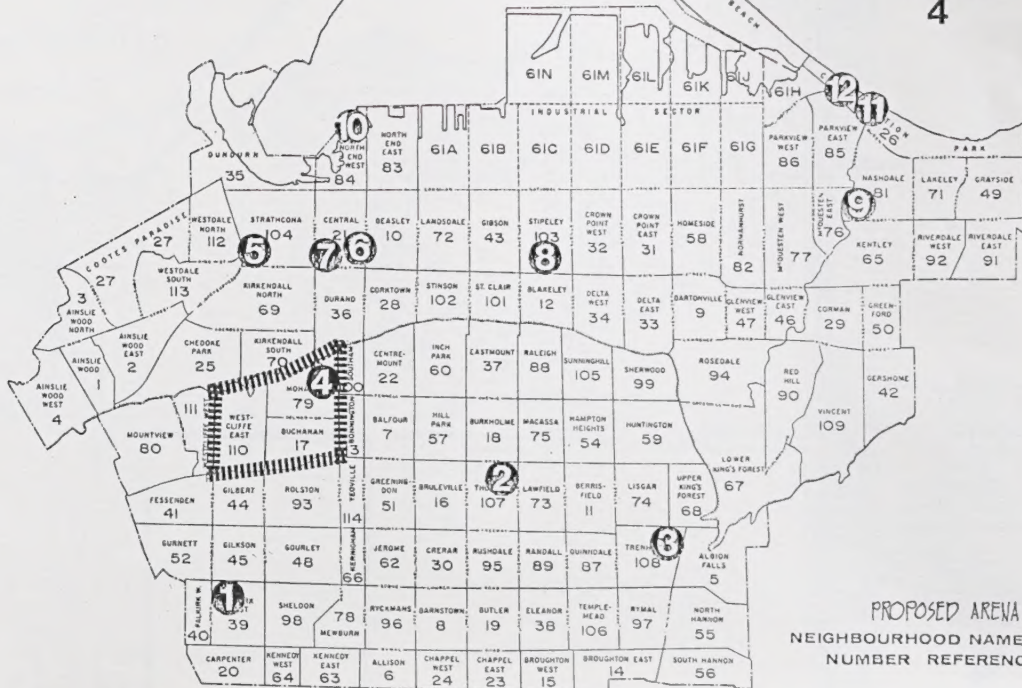
Low density residential surroundings. Existing public use of facilities would be conflicting rather than complimentary.

20. Impact on City-Wide Development

Although not too far from Downtown, there is no direct link.



4



PROPOSED ARENA SITES

NEIGHBOURHOOD NAME AND
NUMBER REFERENCE



4

70	70	36
110	79	100
110	17	13

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CONTACT CITY BUILDING DEPARTMENT

Neighbourhood Boundary
 Zoning Boundary

CITY OF HAMILTON
PLANNING DEPARTMENT

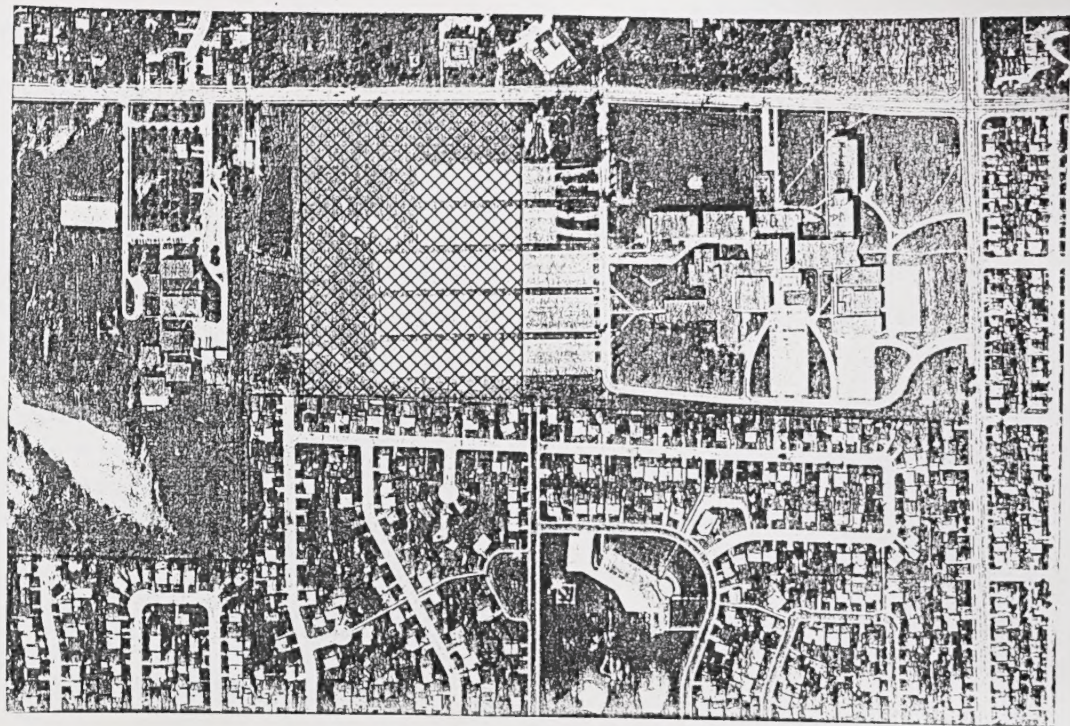
MOHAWK

ZONING

APRIL 1974

SCALE IN FEET

79



SITE NO. 5

1. Location

Adjacent (east side) to Highway No. 403, north of King St. West.

2. Ownership

City of Hamilton, Regional Municipality of Hamilton-Wentworth.

3. Land Cost

Nil. Value - \$216,000 (\$12,000 per acre)

4. Size - 18 + acres

5. Shape - Long and Narrow

6. Topography - Flat

7. Subsurface Conditions

Area has been used for sanitary landfill.

8. Availability of Services

Storm and Sanitary sewers are available. Watermain would have to be extended to this site.

9. Car Access

This site is served by Macklin Street (two-lane, paved). Even though it is adjacent to Highway No. 403, it is not practical to construct an interchange with Hwy. No. 403 and would be extremely expensive.

10. Existing Parking Facilities in Adjacent Areas

Nil.

11. Existing Public Transit

Four bus routes on King St.W., which is a considerable distance from the site.

12. Planned Public Transit

Nil.

13. Pedestrian Access

Nil

14. Accommodation Facilities in Adjacent Areas

Nil

15. Pedestrian Oriented Services in Adjacent Area

Nil.

16. Existing Population, Land Use Designation, Zoning of the Site

Existing Population - Nil

Land Use Designation - Park Land

Zoning - J,D.

17. Existing Population, Land Use Designation, Zoning of Adjacent Areas

Existing Population - 36,813

Proposed Population - 59,112

Land Use Designation - Residential, Commercial, Industrial, Park, Recreational,
Institutional, Open Space.

Zoning - A,C,D,D-5, E-2, E,H,K,G-1, E-3,HI, I, G-3, E-1, J,G.

18. Population Catchment Area

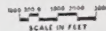
See attached map.

19. Aesthetics, Integration with Surrounding Development

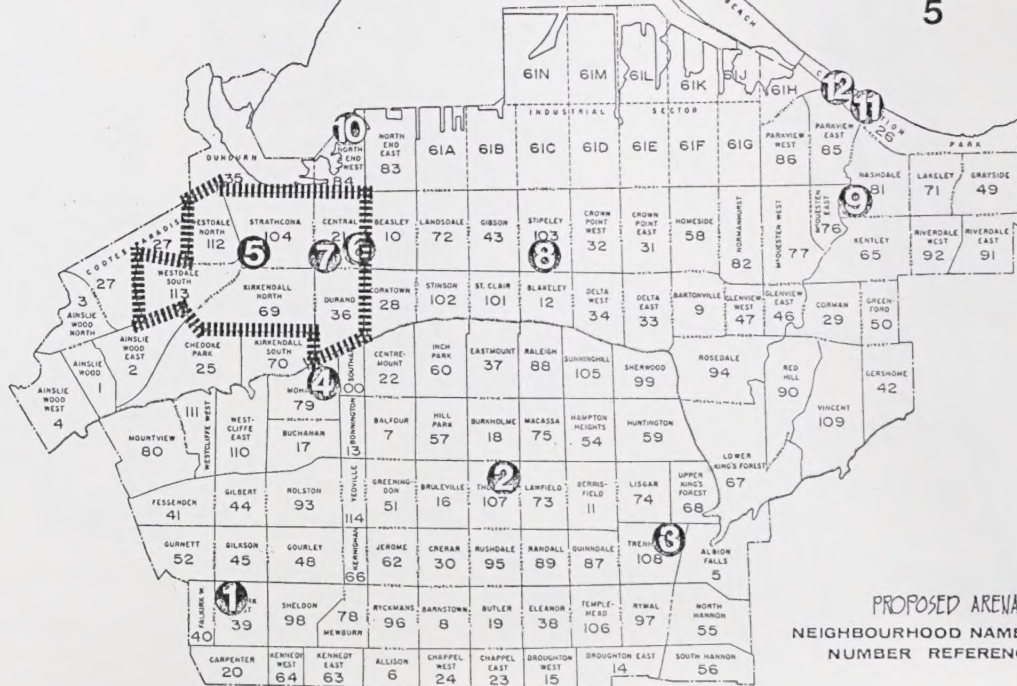
Generally the surrounding area is institutional, industrial and open space which would not be in conflict with a coliseum. The residential portion of the area is much higher, in elevation, and should not be a problem.

20. Impact on City-Wide Development

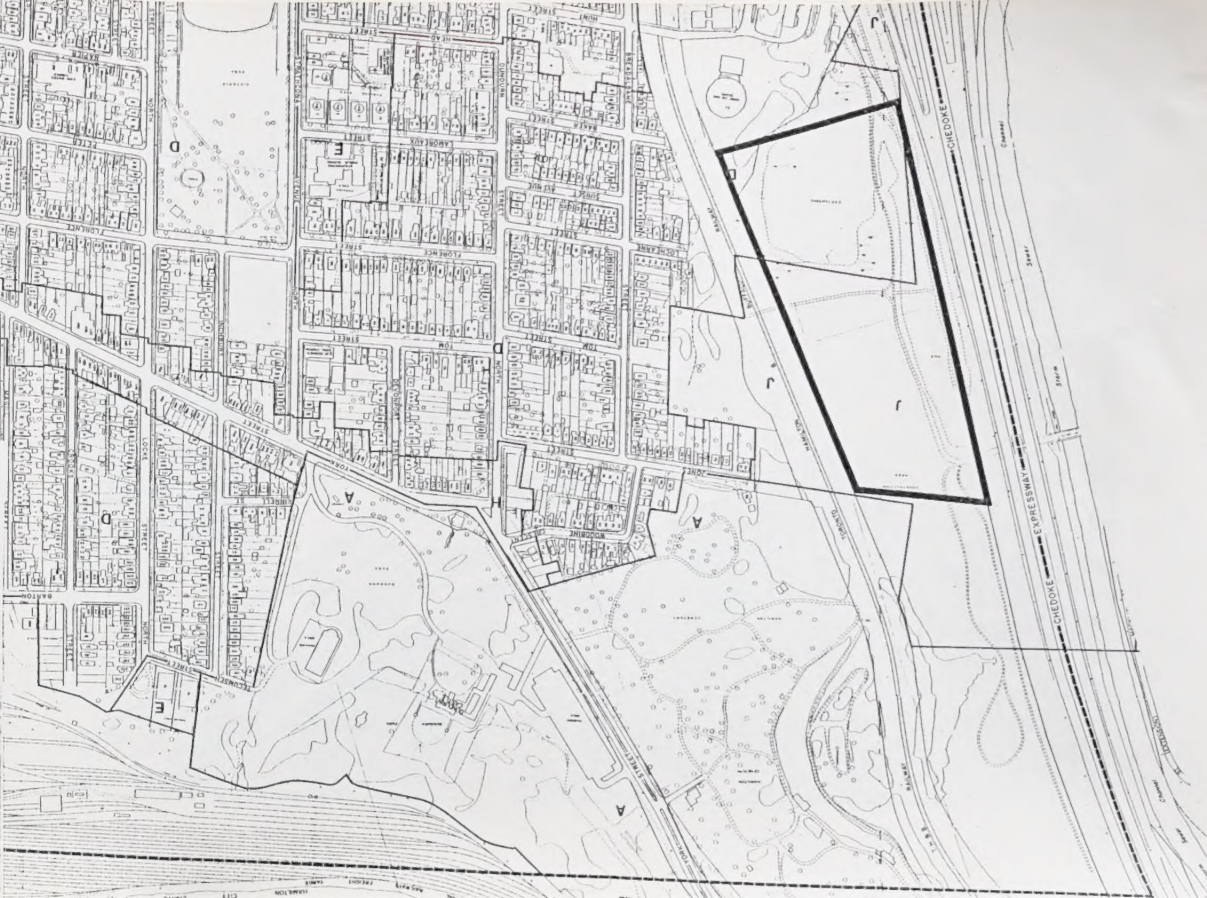
This site is within close proximity of Downtown, but lacks a direct link. If such a link should take place, the Central Business District would grow westerly, which is not desired.



5



PROPOSED ARENA SITES
NEIGHBOURHOOD NAME AND
NUMBER REFERENCE



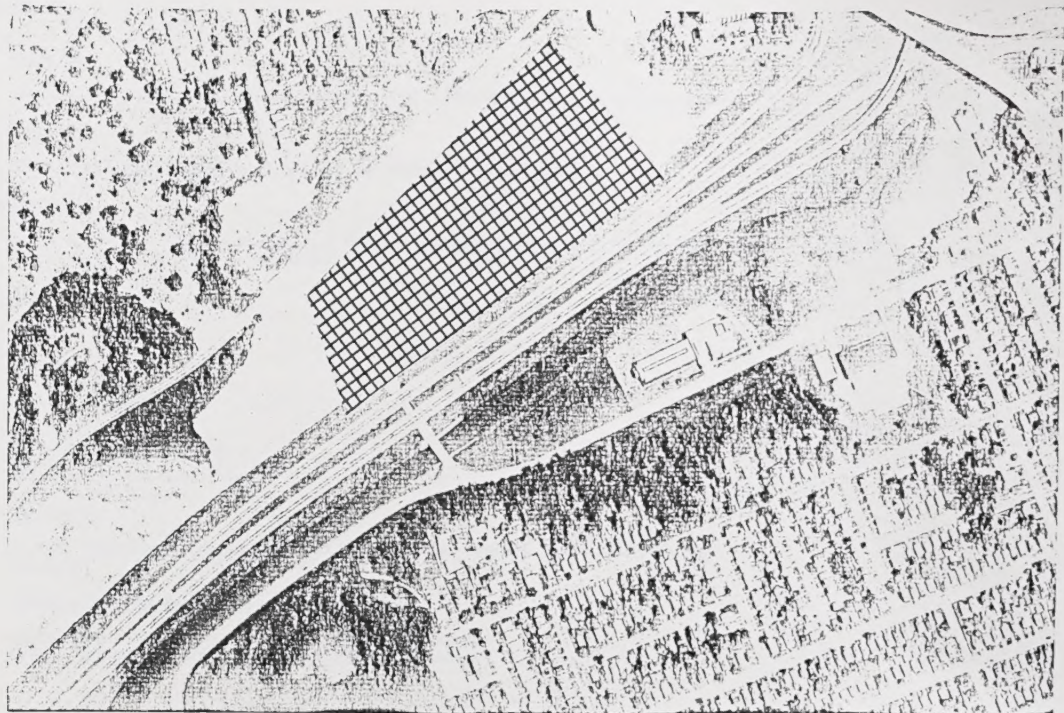
E/S/S-138

35C	35D	84
112	104	21
113	69	36

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Neighbourhood Boundary
Zoning Boundary
CITY OF HAMILTON
PLANNING DEPARTMENT
STRATHCONA
ZONING

5



SITE NO. 6

1. Location

South-east corner of Bay Street and Merrick St. (Phase 6, Lloyd D. Jackson Square).

2. Ownership

City of Hamilton, Province of Ontario and Government of Canada.

3. Land Cost

Value \$3,400,000 (\$20.00 per sq.ft.) through negotiation, the City may be able to purchase these lands at \$1.00 per sq.ft.

4. Size - 4.0 acres

5. Shape - Square

6. Topography - Flat

7. Subsurface Conditions - Good

8. Availability of Services

All services are available.

9. Car Access

Traffic Department studies show that the existing highways in the Downtown are adequate.

10. Existing Parking Facilities in Adjacent Areas

Within 2500 ft. of site - 2600 parking spaces (unused).

Within 3000 ft. of site - 3600 parking spaces (unused).

11. Existing Public Transit

Several Routes - 8 routes within 1000 feet,
9 additional routes within 1500 feet.

12. Planned Public Transit - Nil

13. Pedestrian Access

Complete area has sidewalks plus the Plaza Area in Lloyd D. Jackson Square.

14. Accommodation Facilities in Adjacent Areas

This area has the best accommodation area in the City.

15. Pedestrian Oriented Services in Adjacent Area

This area is served by hotels, restaurants and other businesses.

16. Existing Population, Land Use Designation, Zoning of the Site

Existing Population - Nil
Land Use Designation - Commercial, apartments.
Zoning - I

17. Existing Population, Land Use Designation, Zoning of Adjacent Areas

Existing Population - 39,529
Proposed Population - 71,897
Land Use Designation - Residential, Commercial, Industrial, Institutional, Civic
Open Space.
Zoning - J,K,A,D,E,G-3,HI,E-3,E-1,C,DE,DE-2, G-1, CR-3.

18. Population Catchment Area

See attached map.

19. Aesthetics, Integration with Surrounding Development

A coliseum would not conflict with the surrounding uses. This site would have to be carefully planned as it is adjacent to Public Library (Proposed), hotel, office buildings and is on the axis of York Street. Generally it is considered that a coliseum on this site would enhance the downtown.

20. Impact on City-Wide Development

From the City-wide point of view, this site is the best.



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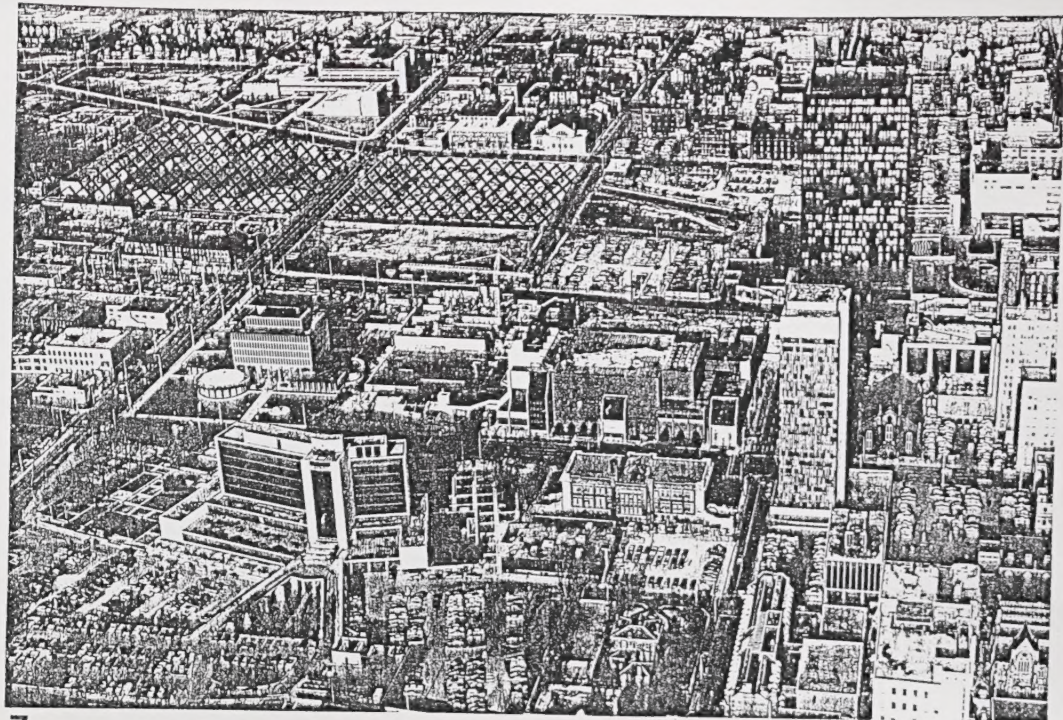
KEY PLAN 6



PROPOSED ARENA SITES
NEIGHBOURHOOD NAME AND
NUMBER REFERENCE



CITY OF HAMILTON
PLANNING DEPARTMENT
CENTRAL



SITE NO. 7

1. Location

South-west corner of York Street and Bay Street.

2. Ownership

One Hundred Market Ltd., Columbia Commonwealth Ltd., and City of Hamilton.

3. Land Cost

Value - \$4,268,880.

4. Size - 4.89 acres

5. Shape - Rectangular

6. Topography

Flat - encumbered by Napier Street.

7. Subsurface Conditions

Good, there is an existing sewer on Napier Street which would have to be moved.

8. Availability of Services

All services are available.

9. Car Access

Traffic Department studies show that the existing highways in the downtown are adequate.

10. Existing Parking Facilities in Adjacent Area

Within 2500 ft. - 2600 parking spaces (unused)
Within 3000 ft. - 3600 parking spaces (unused)

11. Existing Public Transit

Several routes - 8 bus routes within 1000 feet.
9 additional bus routes within 1500 feet.

12. Planned Public Transit

Nil

13. Pedestrian Access

Good - could be connected to Lloyd D. Jackson Square.

14. Accommodation Facilities in Adjacent Areas

This area has the best accommodation area in the City.

15. Pedestrian Oriented Services in Adjacent Areas

This area is served by hotels, restaurants and other businesses.

16. Existing Population, Land Use Designation, Zoning of the Site

Existing Population - Nil
Land Use Designation - commercial, apartments
Zoning - CR-3

17. Existing Population, Land Use Designation, Zoning of Adjacent Areas

Existing Population - 39,529
Proposed Population - 71,897
Land Use Designation - Residential, Commercial, Industrial, Institutional, Civic
Open Space.
Zoning - J,K,A,D,E, G-3, HI, E-3,E-1, C,DE, DE-2, G-1, CR-3.

18. Population Catchment Area

See map attached.

19. Aesthetics, Integration with Surrounding Development

A coliseum would not conflict with the surrounding uses, This site would have to be carefully planned as it is adjacent to Public Library (proposed), hotel, office buildings and is on the axis of York Street. Generally it is considered that a coliseum on this site would enhance the downtown.

20. Impact on City-Wide Development

From the City-wide point of view, this site is the best.

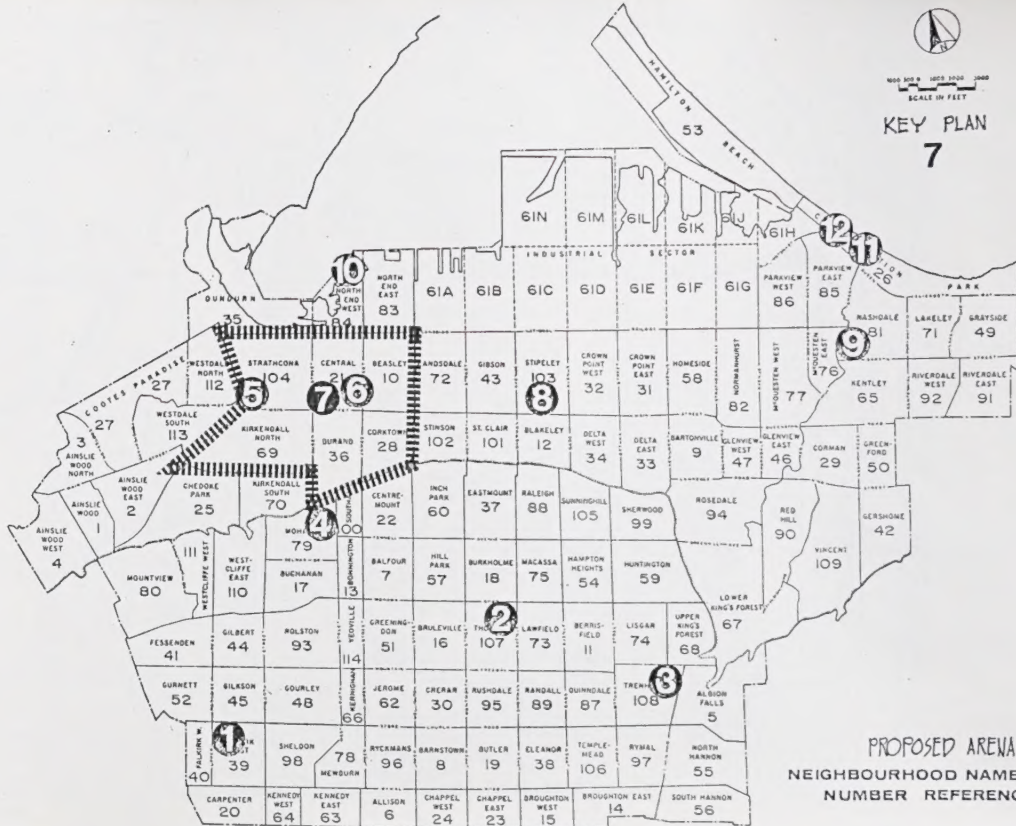


1995 1996 1997 1998 1999

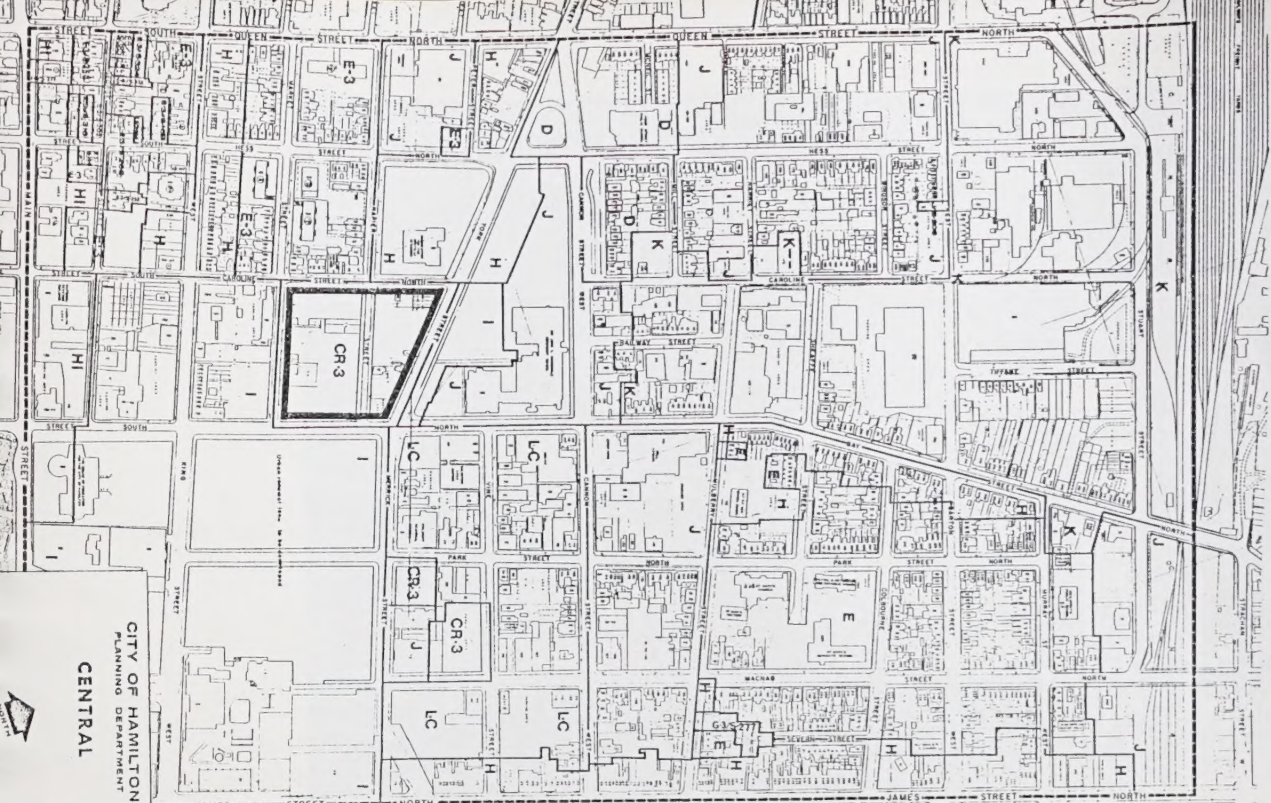
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KEY PLAN

7



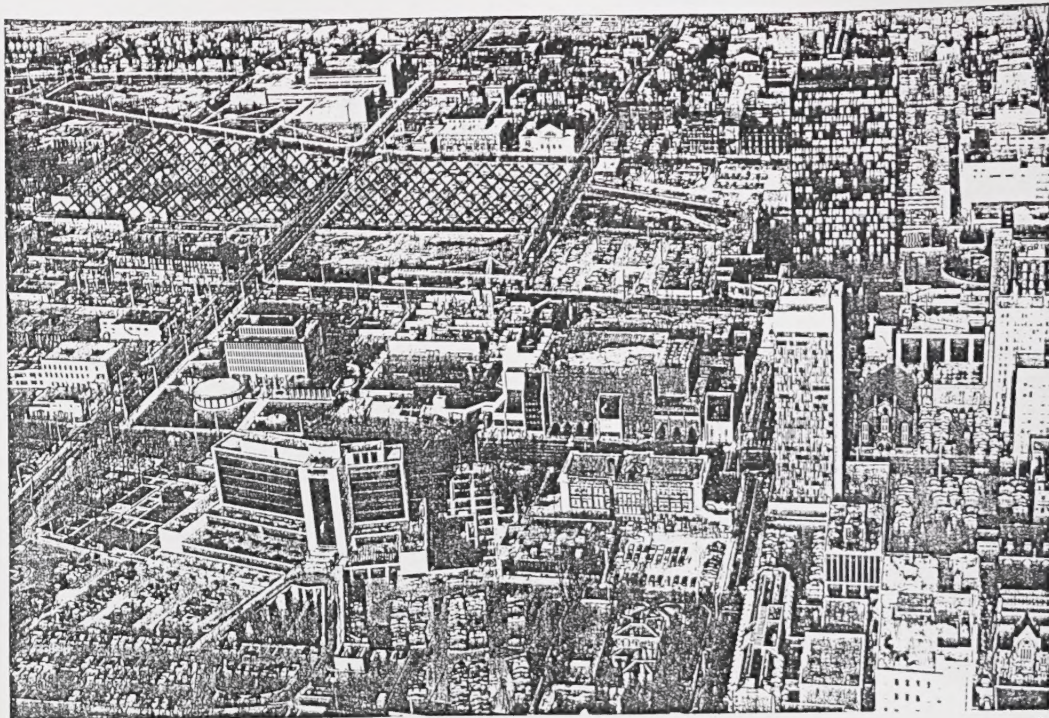
PROPOSED ARENA SITES
NEIGHBOURHOOD NAME AND
NUMBER REFERENCE



CITY OF HAMILTON
PLANNING DEPARTMENT

CENTRAL





SITE NO. 8

1. Location

North side of Cannon Street, between Melrose Avenue and Balsam Avenue, (Ivor Wynne Stadium)

2. Ownership

City of Hamilton, Board of Education.

3. Land Cost

Nil Value - \$595,000

4. Size - 4.84 acres

5. Shape - Irregular

6. Topography - Flat

7. Subsurface Conditions - Reasonably good.

8. Availability of Services

All services are available. A new storm sewer would be required.

9. Car Access

There are many arterial streets in this area which presently carry the traffic associated with a full-house crowd at the stadium and therefore the existing highways could carry the traffic associated with a coliseum.

10. Existing Parking Facilities in Adjacent Areas

1000 parking spaces.

11. Existing Public Transit

3 bus routes

12. Planned Public Transit

Nil.

13. Pedestrian Access

Sidewalks are existing.

14. Accommodation Facilities in Adjacent Areas

Minimal accommodation facilities exist on Barton Street.

15. Pedestrian Oriented Services in Adjacent Areas

Some services such as restaurants, etc., exists on Barton Street.

16. Existing Population, Land Use Designation, Zoning of the Site

Existing Population - Nil

Land Use Designation - Park, Recreational

Zoning - D

17. Existing Population, Land Use Designation, Zoning of Adjacent Areas

Existing Population - 34,711

Proposed Population - 38,733

Land Use Designation - Residential, Commercial, Industrial, Open Space, Civic,
Institutional.

Zoning - K,J,H, G-3, D,E,C,A, E-2.

18. Population Catchment Area

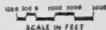
See attached map.

19. Aesthetics, Integration with Surrounding Development

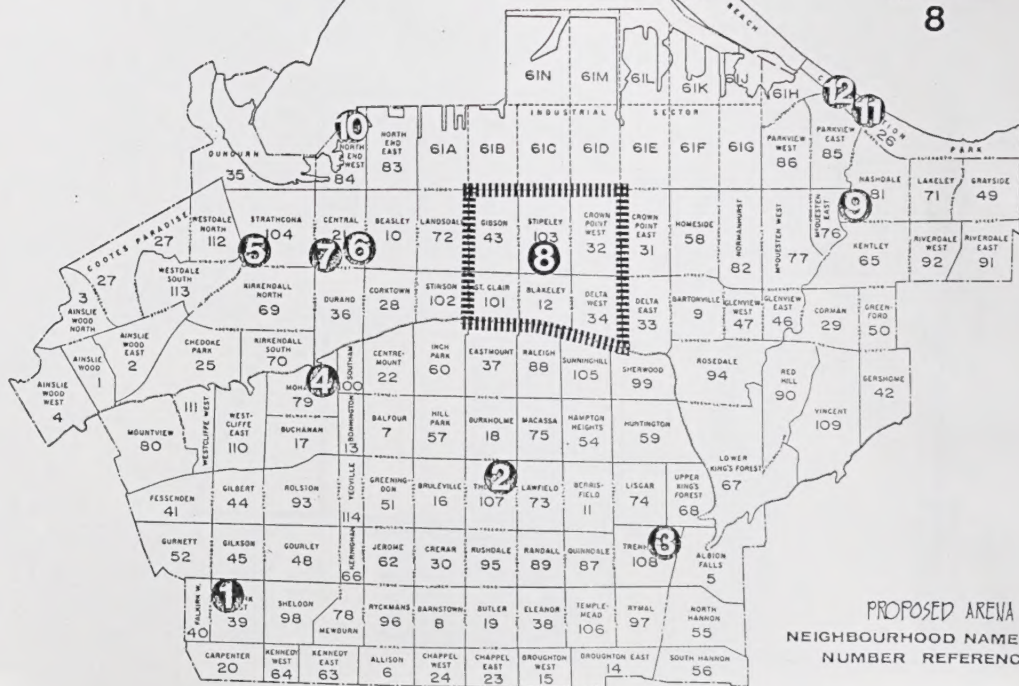
A coliseum would further aggravate conflicts in this area.

20. Impact on City-Wide Development

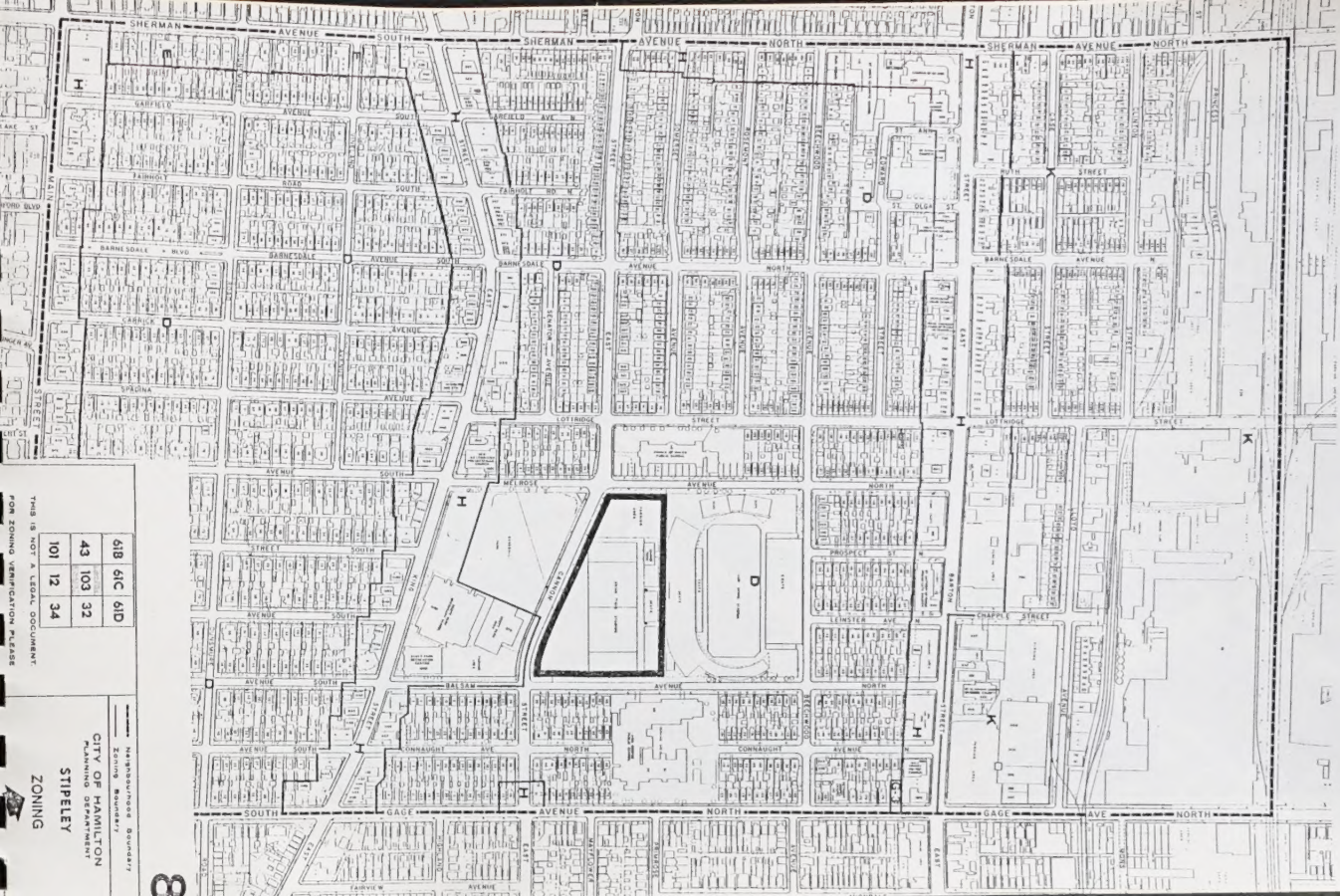
There is a link to the downtown area.



8



PROPOSED ARENA SITES
NEIGHBOURHOOD NAME AND
NUMBER REFERENCE



FOR ZONING VERIFICATION PLEASE

618	61C	61D
43	103	32
101	12	34

NEIGHBORHOOD BOUNDARY
 ZONING BOUNDARY
 CITY OF HAMMILL
 PLANNING DEPARTMENT
 STIPLEY
 ZONING



SITE NO. 9

1. Location

Centennial Parkway, between Q.E.W. and C.N.R.

2. Ownership

City of Hamilton.

3. Land Cost

Nil, Value - \$ 1,261,260 (\$70.000 per acre).

4. Size - 18.018 acres up to 27.0 acres.

5. Shape - Irregular

6. Topography

Part to be filled, otherwise flat.

7. Subsurface Conditions

Reasonably good except for area to be filled.

8. Availability of Services

All services are available.

9. Car Access

This site is adjacent to Queen Elizabeth Way.

10. Existing Parking Facilities in Adjacent Areas

2300 parking spaces in Confederation Park and some in Eastgate Shopping Centre. All existing parking spaces are a considerable distance from the site.

11. Existing Public Transit

Nil

12. Planned Public Transit

Nil.

13. Pedestrian Access

No sidewalks in this area.

14. Accommodation Facilities in Adjacent Areas

Some on Centennial Parkway, south of the site.

15. Pedestrian Oriented Services in Adjacent Area

Some on Centennial Parkway, south of the site.

16. Existing Population, Land Use Designation, Zoning of the Site

Existing Population - Nil.

Land Use Designation - Industrial

Zoning - KK/S-240

17. Existing Population, Land Use Designation, Zoning of Adjacent Areas

Existing Population - 10,527

Proposed Population - 19,097

Land Use Designation - Industrial, Residential, Open Space, Commercial, Civic
and Institutional.

Zoning - K, KK, JJ, HH, AA, B, B-1, B-2, C, D, DE, DE-2, E-2, G-1, L-PN, L-MR-1,
L-C, E.

18. Population Catchment Area

See attached map.

19. Aesthetics, Integration with Surrounding Development

The general area used for industrial and transportation purposes.
A coliseum could be constructed here and not conflict with these uses.

20. Impact on City-Wide Development

This is a remote site and has no direct link with the downtown.

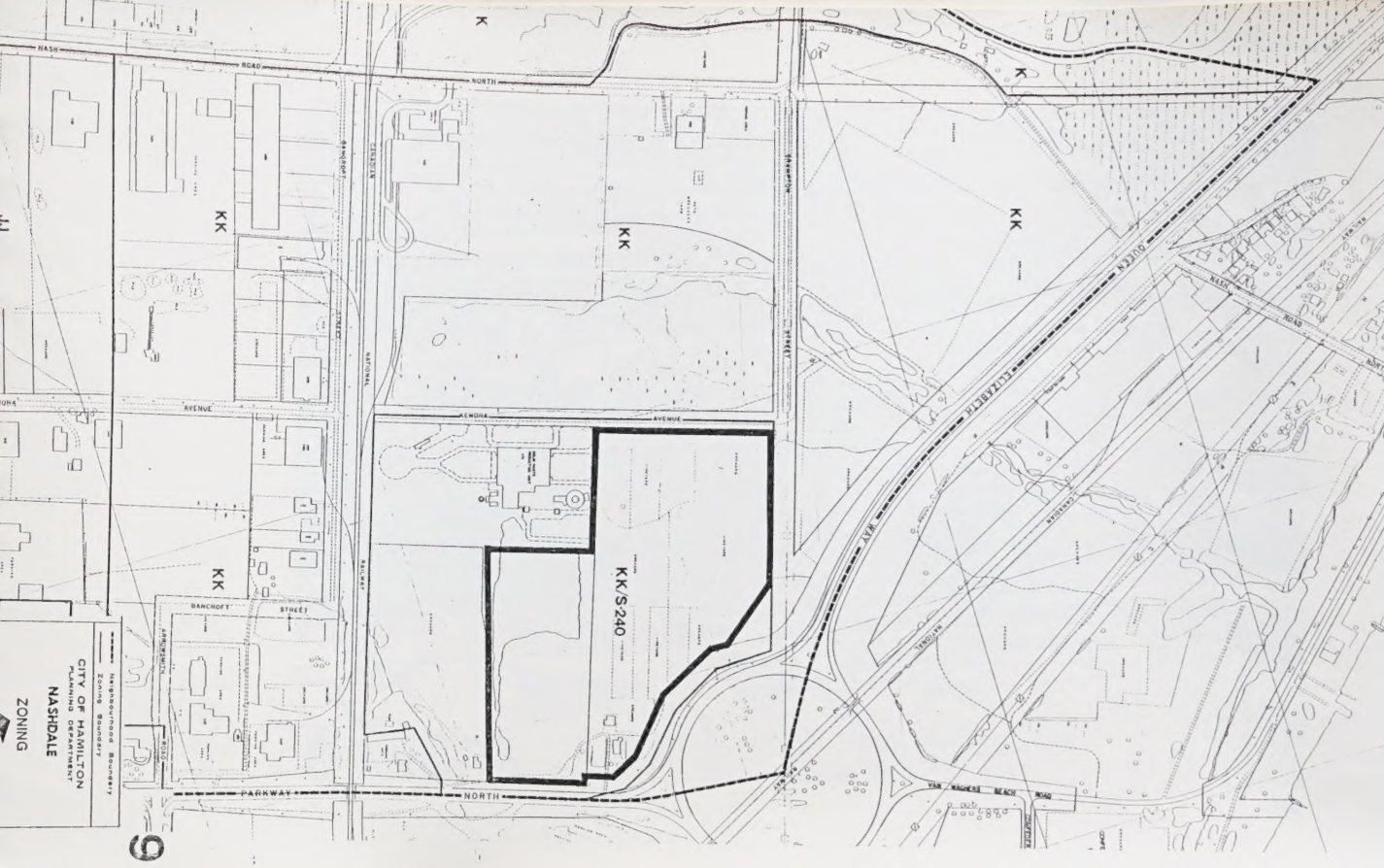


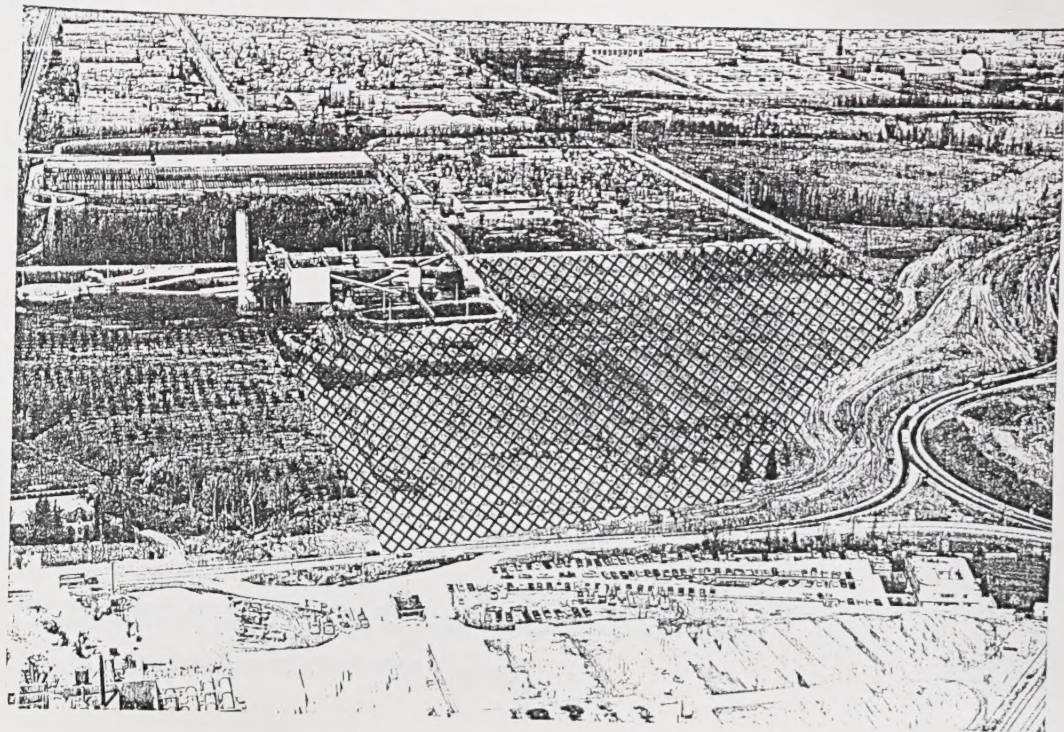
KEY PLAN

9



PROPOSED ARENA SITES
NEIGHBOURHOOD NAME AND
NUMBER REFERENCE





SITE NO. 10

1. Location

West Side of Bay Street, between Simcoe St. and Strachan St.

2. Ownership

City of Hamilton.

3. Land Cost

Nil.

Value - \$760,000

4. Size - 4.5 acres.

5. Shape - Rectangular

6. Topography

Varies in elevation and is encumbered with a Sewage Pumping Station.

7. Subsurface Conditions

Poor - water condition.

8. Availability of Services

All services are available.

9. Car Access

This site abuts on Bay St.N. (two-lane, paved). This is inadequate. The construction of the Perimeter Industrial Road would vastly improve this situation.

10. Existing Parking Facilities in Adjacent Areas

Nil.

11. Existing Public Transit

Nil.

12. Planned Public Transit

Nil.

13. Pedestrian Access

Sidewalks existing.

14. Accommodation Facilities in Adjacent Areas

Nil.

15. Pedestrian Oriented Services in Adjacent Areas

Nil.

16. Existing Population, Land Use Designation, Zoning of the Site.

Existing Population - Nil

Land Use Designation - Residential

Zoning - E/S-147, J.

17. Existing Population, Land Use Designation, Zoning of Adjacent Areas

Existing Population - 22,660

Proposed Population - 40,875

Land Use Designation - Residential, Industrial, Waterfront, Commercial, Open Space, Civic,
and Institutional.

Zoning - F, J, K, D, DE, DE-3, E, H, G, A, G-3, E-3, I, HI.

18. Population Catchment Area

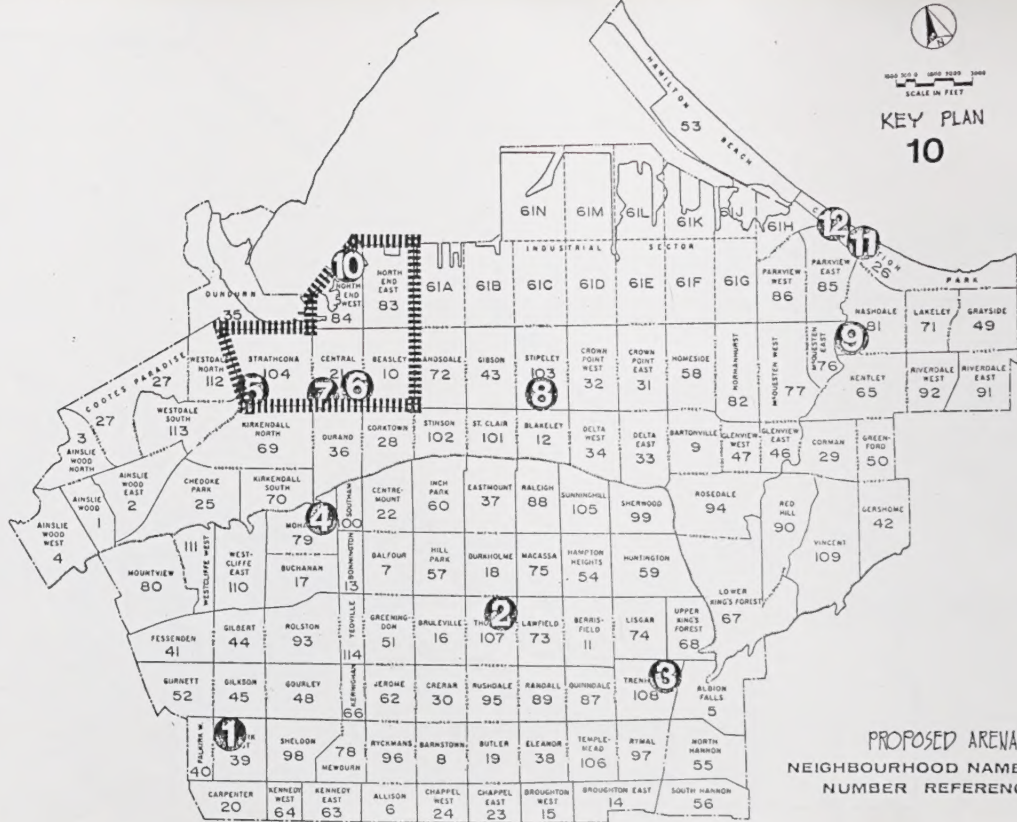
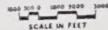
See attached map.

19. Aesthetics, Integration with Surrounding Development

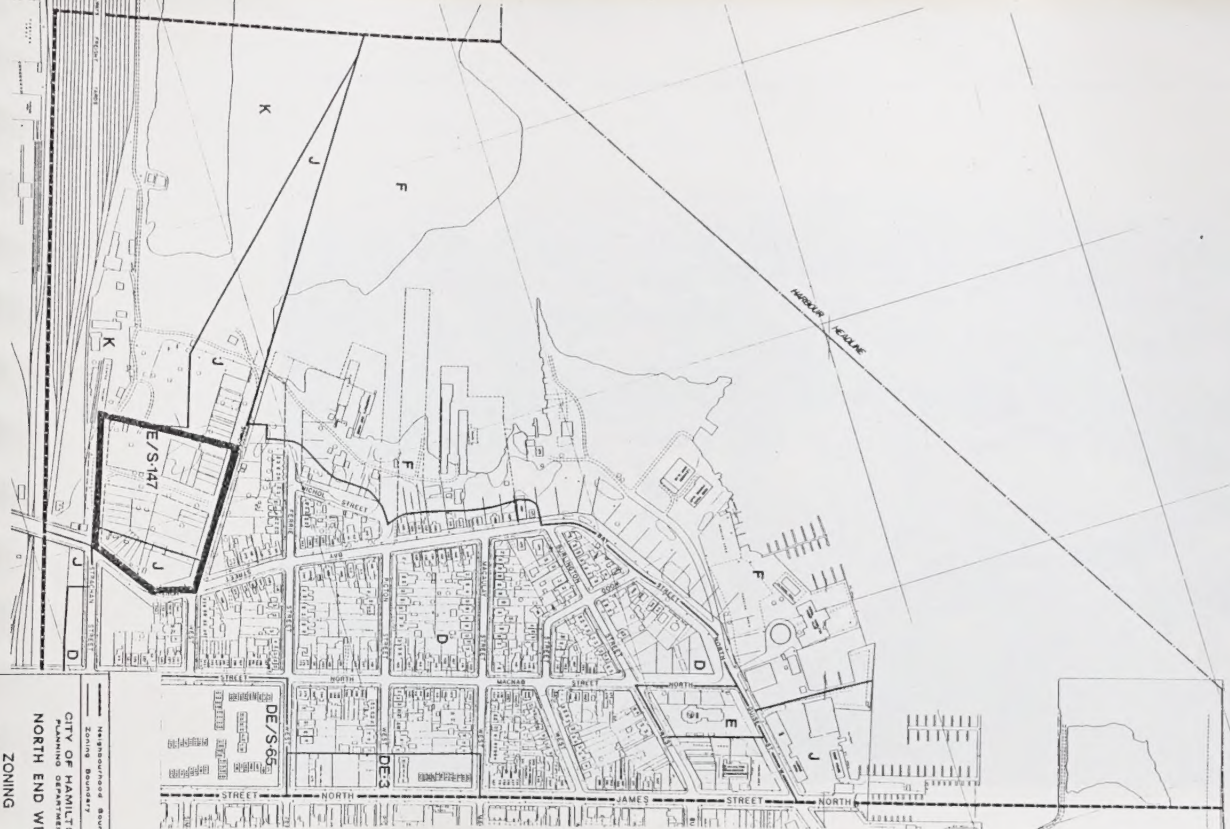
This site is in a low density residential development and is part of the North End Urban Renewal Area. This site is encumbered with a pumping station and part of this site may be required for the Perimeter Industrial Road.

20. Impact on City-Wide Development

This site is within close proximity to downtown but lacks a link. If such a link would take place in the future, the Central Business District would grow to the north-west which is not desirable.



PROPOSED ARENA SITES
NEIGHBOURHOOD NAME AND
NUMBER REFERENCE



NEIGHBOURHOOD BOUNDARY
 Zoning Boundary
 CITY OF HAMILTON
 ZONING BY-LAW
 NORTH END WEST



SITE NO. 11

1. Location

Centennial Parkway, north of Queen Elizabeth Way.

2. Ownership

Lang's Foods, Ministry of Transportation and Communications., C.N.R.
and Ontario Hydro.

3. Land Cost

\$ 400,000 plus cost of acquiring Lang's Foods.

4. Size - 26.37 acres.

5. Shape - Long and Narrow.

6. Topography

Generally flat, but encumbered by Lang's Foods, railway, town line, Confederation Drive.

7. Subsurface Conditions

Poor - water conditions.

8. Availability of Services

All services are available.

9. Car Access

This site is adjacent to Q.E.W.

10. Existing Parking Facilities in Adjacent Areas

2300 parking spaces are available in Confederation Park.

11. Existing Public Transit
Nil.
12. Planned Public Transit
Nil.
13. Pedestrian Access
Nil.
14. Accommodation Facilities in Adjacent Areas
Nil, Some exist on Centennial Parkway to the South.
15. Pedestrian Oriented Services in Adjacent Area
Nil, Some exist on Centennial Parkway to the south.
16. Existing Population, Land Use Designation, Zoning of the Site

Existing Population - Nil.
Land Use Designation - Industrial
Zoning - KK
17. Existing Population, Land Use Designation, Zoning of Adjacent Areas

Existing Population - 10,587
Proposed Population - 19,168
Land Use Designation - Open Space, Industrial, Residential, Commercial, Civic, Institutional
Zoning - AA, K, KK, JJ, HH, B, B-1, B-2, C, D, DE, DE-2, E-2, G-1, L-Pn, L-MR-1, L-C, E
18. Population Catchment Area

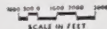
See attached map.

19. Aesthetics, Integration with Surrounding Development

This site is surrounded by transportation facilities and open space. A coliseum could be designed to integrate with the surrounding development.

20. Impact on City-Wide Development

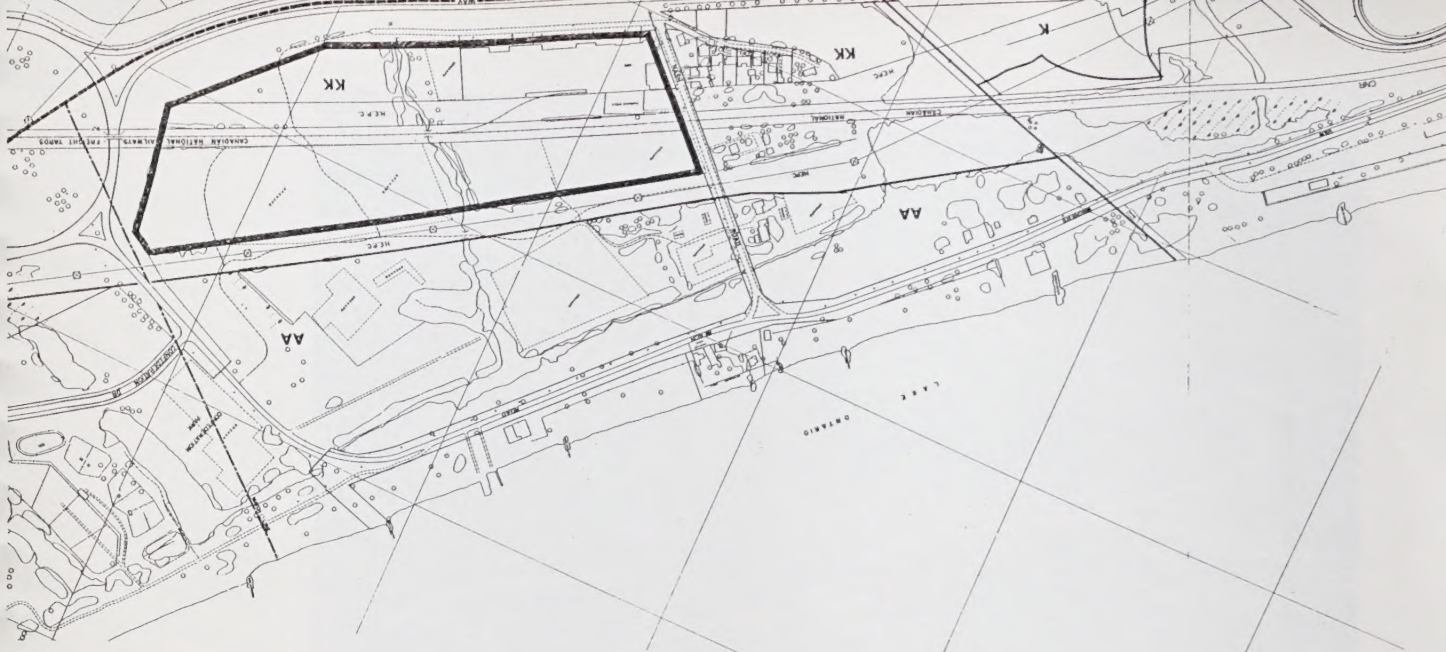
This is a remote site and has no direct link with the downtown.



11



PROPOSED ARENA SITES
NEIGHBOURHOOD NAME AND
NUMBER REFERENCE



53C		
61H	26A.26B	
86	85	81

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FOR ZONING VERIFICATION PLEASE
CONTACT CITY BUILDING DEPARTMENT

WEIGHBURNER Boundary

Zoning Boundary

CITY OF HAMILTON
PLANNING DEPARTMENT

CONFEDERATION PARK "A"

ZONING

APRIL 1974

26A



SITE NO. 12

1. Location

Centennial Parkway (West Side) N. of Q.E.W., (Part of Confederation Park)

2. Ownership

City of Hamilton.

3. Land Cost.

Nil.

Value - \$ 25,000 per acre.

4. Size - 25.35 acres.

5. Shape - Rectangular

6. Topography - Flat

7. Subsurface Conditions

Poor - water condition.

8. Availability of Services

All services are available.

9. Car Access

Adjacent to Q.E.W.

10. Existing Parking Facilities in Adjacent Areas

2000 spaces are available in Confederation Park.

11. Existing Public Transit

Nil.

12. Planned Public Transit

Nil.

13. Pedestrian Access

Nil.

14. Accommodation Facilities

Nil, Some services on Centennial Parkway to the South.

15. Pedestrian Oriented Services in Adjacent Area

Nil, Some services on Centennial Parkway to the south.

16. Existing Population, Land Use Designation, Zoning of the Site

Existing Population - Nil

Land Use Designation - Park, recreational.

Zoning - AA

17. Existing Population, Land Use Designation, Zoning of Adjacent Areas

Existing Population - 10,587

Proposed Population - 19,168

Land Use Designation - Open Space, industrial, residential, commercial, civic, institutional.

Zoning - AA, K, KK, JJ, HH, B, B-1, B-2, C,D, DE, DE-2, E-2, G-1, L-PN, L-MR-1, L-C, E.

18. Population Catchment Area

See attached map.

19. Aesthetics, Integration with Surrounding Development

This site is surrounded by transportation facilities, industrial and open space. A coliseum could be designed to integrate with the surrounding development.

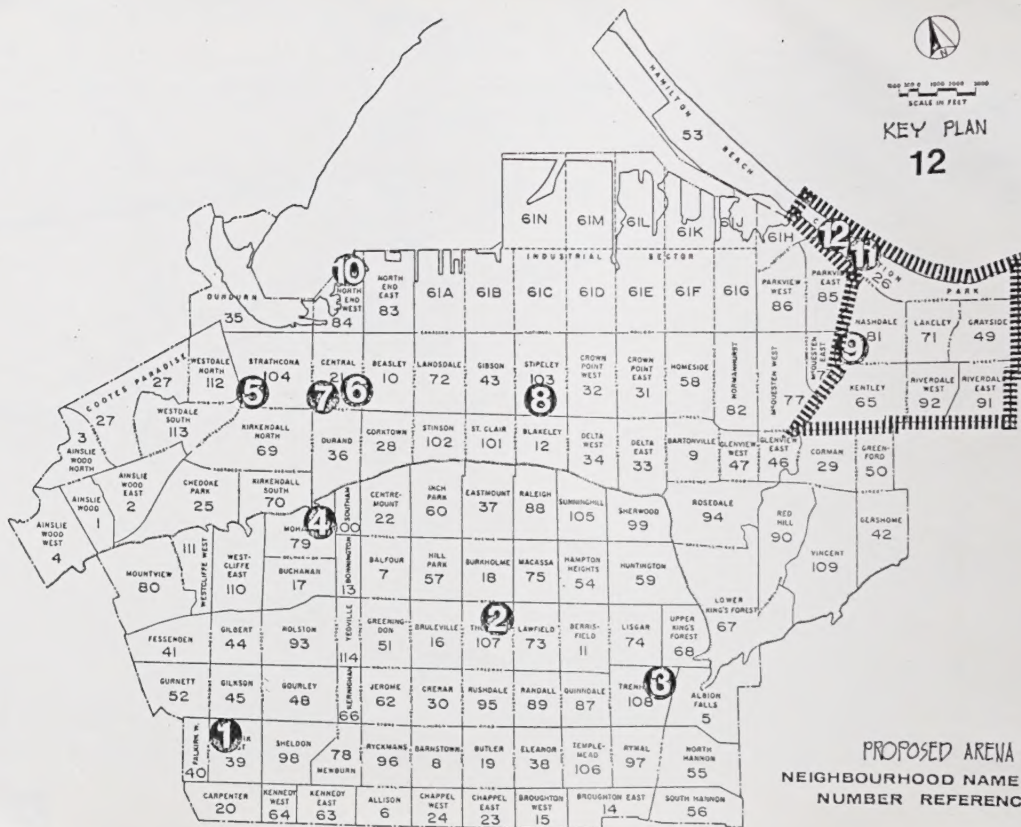
20. Impact on City-Wide Development

This is a remote site and has no direct link with downtown.

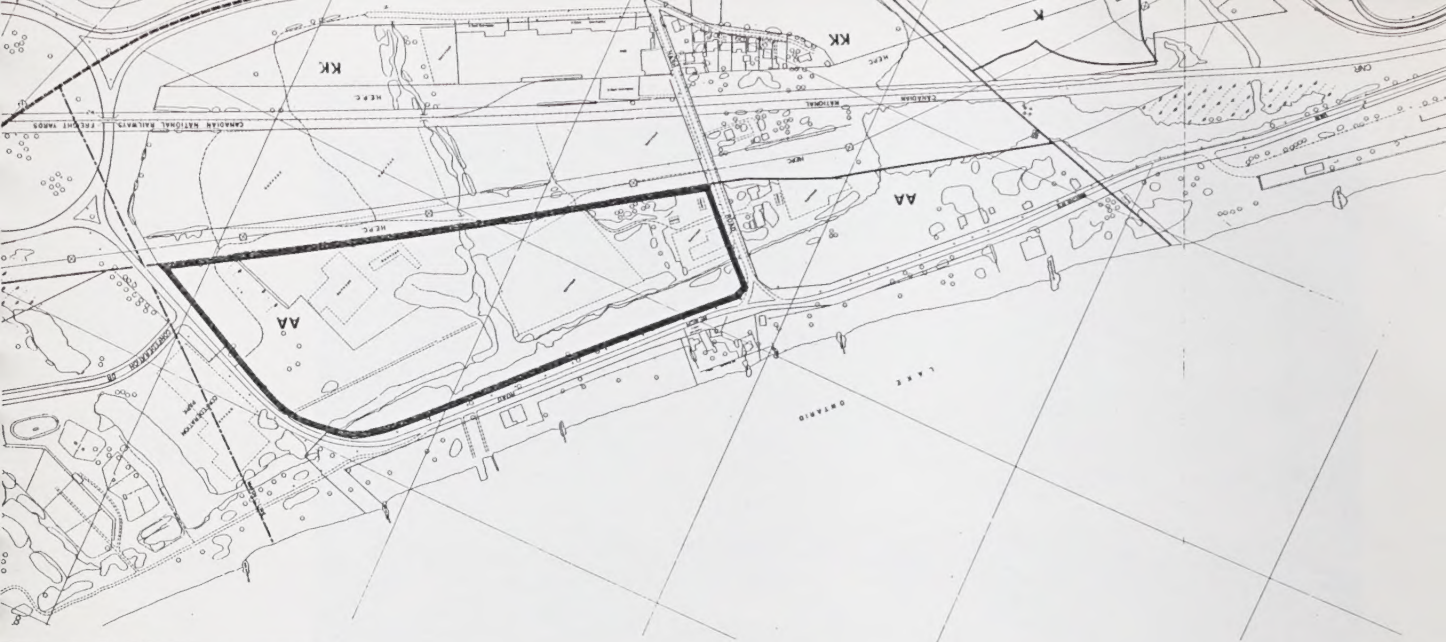


1990 1995 2000 2005 2010
SCALE IN FEET

KEY PLAN 12



PROPOSED ARENA SITES
NEIGHBOURHOOD NAME AND
NUMBER REFERENCE



53C		
6H	26A	26B
86	85	81

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FOR ZONING VERIFICATION PLEASE
CONTACT CITY BUILDING DEPARTMENT.

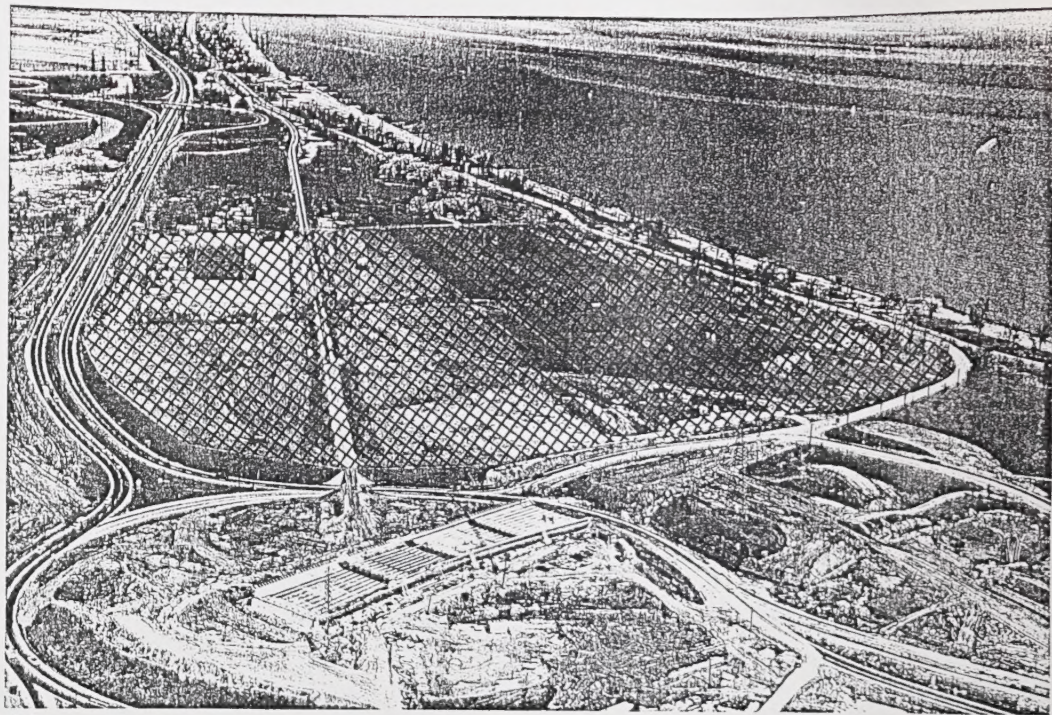
NEIGHBOURHOOD BOUNDARY
ZONING BOUNDARY

CITY OF HAMILTON
PLANNING DEPARTMENT
ZONING
CONFEDERATION PARK "A"



APRIL 1974 5000
SCALE IN FEET
26A

12





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